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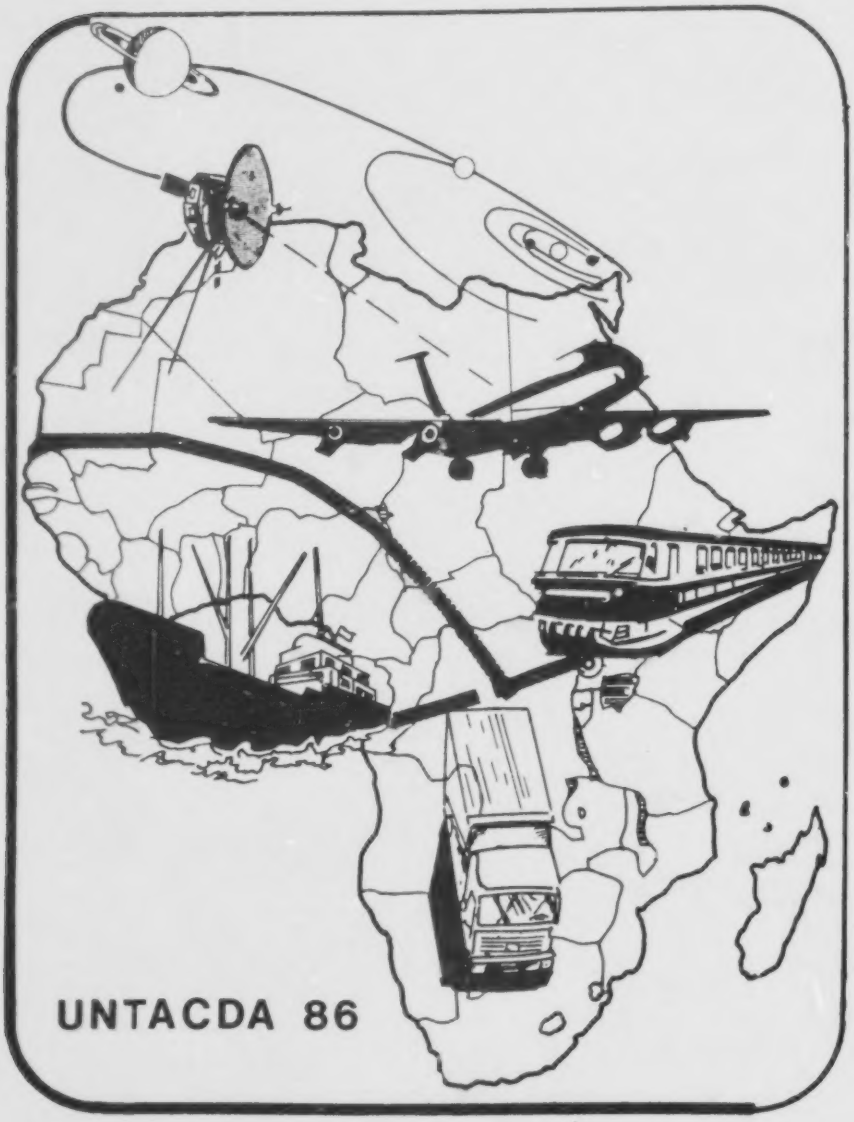
UNITED NATIONS TRANSPORT AND COMMUNICATIONS DECADE IN AFRICA (1978-1988)

ANNUAL PROGRESS REPORT, 1986



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UNITED NATIONS TRANSPORT AND COMMUNICATIONS
DECADE IN AFRICA
(UNTACDA)

ANNUAL PROGRESS REPORT, 1989

TABLE OF CONTENTS

CHAPTERS		Page
I	OVERVIEW AND SUMMARY	1 - 2
II	IMPLEMENTATION OF PROJECTS IN THE SECOND PHASE PROGRAMME	3 - 7
III	IMPLEMENTATION OF REGIONAL, SUB-REGIONAL AND INTER-STATE LINK PROJECTS	
	A. Transport	8 - 14
	B. Communications	14 - 16
IV	CONTRIBUTIONS OF THE UNITED NATIONS SPECIALIZED AGENCIES AND OTHER BODIES AND INTERGOVERNMENTAL ORGANIZATIONS TO THE IMPLEMENTATION OF UNTACDA	
	A. Transport	17 - 23
	B. Communications	23 - 26
V	INTERNATIONAL CO-OPERATION AND SUPPORT FOR THE IMPLEMENTATION OF UNTACDA	27 - 30
VI	SPECIAL DEVELOPMENT ISSUES AND PROBLEMS OF SIGNIFICANCE DURING THE YEAR	31
ANNEX		
I	STATE OF IMPLEMENTATION OF THE PROGRAMME AT THE NATIONAL LEVEL - 1986	32 - 40
II	LIST OF UNTACDA PROJECTS THAT HAVE ATTRACTED FINANCING	41 - 52

ANNUAL PROGRESS REPORT, 1985
ABBREVIATIONS

ADB	- African Development Bank
ADF	- African Development Fund
AFCAC	- African Civil Aviation Commission
AFI	- Africa-Indian Ocean (AFI Plan is the Air Navigation Plan of Africa and Indian Ocean of ICAO)
AFIN	- Aeronautical Fixed Telecommunications Network
AFRAA	- African Airlines Association
AFRALTI	- Advanced Level Communications Institute
ADA	- Aerodromes, Air Routes and Ground Aids
AIP	-Aeronautical Information Publications
AIS	- Aeronautical Information Services
ANBEX	- AFI Meteorological Bulletin Exchange Scheme
APTC	- Annual Regional Telecommunications Conference for Eastern and Southern Africa
ASECNA	- Agence pour la securite de la navigation aerienne en afrique et a Madagascar
ATS	- Air Traffic Services
BADEA	- Arab Bank for Economic Development
BDEAC	- Central African States Development Bank
BOAD	- West African Development Bank
CCCE	- Caisse Centrale de Cooperation Economique
CEPGL	- Communaute economique des pays des Grands Lacs
CIDA	- Canadian International Development Agency
COM	- Communications
EADB	- East African Development Bank
ECGD	- Export Credit Guarantee Department (U.K.)
ECOWAS	- Economic Community of West African States
EDF	- European Development Fund
EEC	- European Economic Community
EIB	- European Investment Bank
ESAMI	- Eastern and Southern African Management Institute
ESMT	- Multi-Country Advanced Level Training Institute
AFESD	- Arab Fund for Economic and Social Development
FAC	- Fonds d'aide et de cooperation (France)
FINNIDA	- Finnish International Development Agency
FRG	- Federal Republic of Germany
IACC	- Inter-Agency Co-ordinating Committee
IBRD	- International Bank for Reconstruction and Development
ICAO	- International Civil Aviation Organization
IDA	- International Development Association
IDB	- Islamic Development Bank
IGADD	- Inter Governmental Authority on Drought and Development
ILO	- International Labour Organization
IMF	- International Monetary Fund
IMO	- International Maritime Organization
IPDC	- International Programme for Communication Development
ITU	- International Telecommunications Union
JIU	- Joint Inspection Unit

KBO	- Kagera Basin Organization
KFD	- Kuwait Fund for Development
KFW	- Kreditanstalt fuer Wiedereuf baie (FRG)
LDC	- Least-Developed Countries
MET	- Aeronautical Meteorology Field
MINCONMAR	- Ministerial Conference of West African States for Maritime Transport
NORAD	- Norwegian Agency for Development
OAU	- Organization of African Unity
ODA	- Official Development Assistance
OEOA	- Office for Emergency Operations in Africa
OPEC	- Organization of Petroleum Exporting Countries
OPMET	- Operational Meteorological Data
PANAFTEL	- Pan-African Telecommunications Network
PATU	- Pan-African Telecommunications Union
PMAESA	- Port Management Association of Eastern and Southern Africa
PIDC	- International Programme for Communications Development
PMAWCA	- Port Management Association of West and central Africa
PTA	- Preferential Trade Area
PEL/TRC	- Personnel Licensing and Training Field
RAFC	- Regional Area Forecast Centres
RASCOM	- Regional Satellite Communications System
RCTD	- Roads Customs Declaration Document
SATA	- Southern African Telecommunications Administration
SADCC	- Southern African Development Co-ordination Conference
SATCC	- Southern African Transport and Communications Commission
SFD	- Saudi Fund for Development
SIDA	- Swedish International Development Agency
SIFIDA	- International Financial Co-operation for Investment and Development in Africa
SUDOSAT	- Interim Satellite Khartoum - Port Sudan Connection in Operation
TAHA	- Trans-African Highway Authority
TAZARA	- Tanzania - Zambia Railways
TCAH	- Tripoli Windhoek Trans Central African Highway
TEAHA	- Cairo-Gaborone Trans-East African Highway Authority
TRRL	- Transport and Road Research Laboratory
TWAHN	- Trans-West African Highway Network
UAR	- Union of African Railways
UDEAC	- Central African Customs and Economic Union
UNCDF	- United Nations Capital Development Fund
UNCTAD	- United Nations Conference on Trade and Development
UNESCO	- United Nations Educational, Scientific and Cultural Organization
UNIDO	- United Nations Industrial Development Organization
UNSO	- United Nations Sudano-Sahelian Office
UPU	- Universal Postal Union
URTNA	- Union of National Radio and Television Organization of Africa
USAID	- United States Agency for international Development
WADB	- West African Development Bank
WAFS	- World Area Forecast System
WFP	- World Food programme

1. [illegible] happens every two years when the Conference of Ministers of Transport, Communications and Planning [illegible]. It was significant for the major decisions that the Ministers took during their fifth meeting held in Harare, Zimbabwe, from 9 to 12 March.

2. One of the most important items on the agenda of the meeting was the report of the Joint Inspection Unit of the United Nations which, inter alia, recommended an in-depth evaluation of the UNTACCA programme. The fifth meeting of the Conference of Ministers decided that the evaluation of the success should commence immediately with the active involvement of [illegible] and the Secretariat.

3. Another important decision of the Ministers was the one related to the updating of the second phase programme. In that connection, they decided that the ECA secretariat should screen all the proposals for new projects for conformity with the criteria laid down by the fourth meeting in Monrovia for the inclusion of projects into the second programme. The Secretariat should then recommend to the Bureau of the fifth meeting which projects should be [illegible] and which should not. At the time of reporting, this exercise had not yet been completed.

4. On the general African economic front, although there were signs of a respite from the drought which had devastated the African economic landscape during the previous three years, the general economic situation continued to be a cause of concern and a special session of the United Nations General Assembly was convened and the United Nations Programme of Action for African Economic Recovery and Development, UNPAAERD, was adopted. Within the framework of this programme, African countries committed themselves not only to continue the restructuring process of their economies and policies, but also to largely mobilize their own sources for the implementation of the programme of action. In turn, the international community pledged its full support in combating Africa's efforts. Transport and communications were, of course, some of the key sectors on whose development Africa's recovery would depend.

5. It was also the year when the United Nations Development Programme (UNDP) in its programming for the fourth programming cycle, under guidelines which accorded a special priority ranking to activities in the field of transport and communications. Consequently, UNDP allocated [illegible] million specifically for UNTACCA projects and the World Bank in association with ECA formulated a two year transport project for sub-Saharan Africa.

6. With regard to the implementation of the second phase programme the number of projects monitored in 1990 was considerably higher than in 1989, with 18 projects monitored in 1990 against 11 in 1989 or an increase of 64 per cent. The number of projects completed as a proportion of the monitored projects in 1989 and in 1990 were 18 and 16 per cent, respectively.

7. Within the Decade programme, three regional projects deserve special mention: these are the Regional Satellite Communications System (RASCOM), the Pan-African Telecommunications Network (PANAFTEL), and the Trans-African Highways Programme. RASCOM made impressive progress in 1988 with funds being completely secured for the feasibility study which is estimated to cost $6 million. A combined meeting of the Trans-African Highways was held in Addis Ababa in October which recommended that the Trans-African Highways Bureau at ECA be revived and that it should replace the separate bureaux of the individual Highway Authorities. Such a measure, it is expected, would greatly enhance the efficiency of the secretariat and reduce costs for member States.

8. All specialized agencies of the United Nations and African Intergovernmental Organizations continued to make their contribution to the implementation of the second phase programme.

9. The hallmark of the resource mobilization effort for the financing of the programme was the first co-financing meeting which was held from 3 to 5 November at Pointe-Noire, Congo. Although three of the four countries whose projects were before donors were unable to attend, for the one country that did participate, the success rate was very high as donors expressed interest in five out of six projects. In terms of money this represents CFAF 38.5 billion out of a total cost of CFAF 41.0 billion or over 90 per cent. The main contributors to the Decade financing continued to be the World Bank (especially for road projects) with ADB also making an impressive contribution.

10. The rest of this report is organized as follows. In Chapter II, progress in the implementation at national level is reported. Chapter III presents results of implementation of regional, subregional and inter-state link projects. Contributions of the United Nations Specialized Agencies and other bodies and African Intergovernmental Organizations to the implementation of UNTACDA are summarized in Chapter IV. Chapter V discusses the co-operation and support from the international community in the implementation of the Decade. Finally, social developments, issues and problems of significance that took place during the year are presented in Chapter VI.

CHAPTER II
IMPLEMENTATION OF PROJECTS IN THE SECOND PHASE PROGRAMME

11. The approved programme of the second phase of the Decade was updated at the fifth meeting of the Conference of Ministers of Transport, Communications and Planning held at Harare, Zimbabwe, in March 1988. Of greatest impact was the approval of the deletion of projects from the programme at the request of the member States concerned. The impact of these deletions is shown in Table 1.

12. Thus, at year-end 1988, the second phase programme consisted of a total of 1,817 projects costing an estimated $16.34 billion at 1984 prices. Undoubtedly, there have been changes in cost estimates as well, but these have not been reflected in the above partial update.

13. The analysis of progress that follows is based on projects for which information was obtained by the secretariat as at the end of 1988. Table 2 shows the status of implementation of the projects at the end of 1984, 1985 and 1986.

14. In 1988, a total of 814 projects were monitored, up from 361 in 1985 and 253 in 1984. Out of the 814 projects monitored in 1988, 117 or 14 per cent have been completed and 261 or 43 per cent are still under implementation. The corresponding percentages in 1985 were 12 and 45 respectively. Thus there has been some improvement in the completion rate.

15. Resources mobilized also showed marked improvement over 1985 reports. A total of $4,764 million is reported secured up to the end of 1988, a 26 per cent increase from the 1985 level of $3,783 million.

Table 1. Updated Programme of the Second Phase : 1986

Sector	Approved Programme Conakry, 1984		Decision of 5th Conference of Ministers Harare, 1986		Updated Programme (1986)	
			Projects Deleted			
	No. of Projects	Cost $M	No.	Cost $M	No. of Projects	Cost $M
Roads and road transport	238	5,098	4	28	232	5,070
Railways	84	5,617	5	1,296	79	4,321
Maritime transport	38	488	3	38	35	450
Ports	70	1,850	4	144	66	1,706
Air transport	84	523	2	103	82	420
Inland water transport	46	328	2	1	44	327
Multimodal transport	11	27	0	0	11	27
Total transport	575	14,324	20	1,605	555	12,719
Telecommunications	216	2,692	3	43	213	2,649
Broadcasting	121	716	2	43	119	673
Postal Services	135	523	0	30	127	493
Total Communications	472	3,931	13	116	459	3,815
Total Programme	1,050	18,255	38	1,721	1,017	16,534

Table 2: Progress in Implementation of Phase II Programme: 1988

Sector	Total No. of projects in programme	No. of projects monitored		Projects completed to date				Projects under implementation		
	Number	1988	1989	1988	1989	1990	1991	1992	1993	1994
Road	202	74	93	155	2	10	30	27	40	24
Rail	76	24	31	52	0	2	16	7	1	31
Maritime	38	8	8	11	2	4	2	0	0	0
Ports	60	16	23	36	0	0	1	4	10	29
Air	72	28	36	37	1	3	3	5	12	30
Inland water	40	4	7	12	0	0	1	1	3	4
Multimodal	11	3	4	5	1	1	3	0	2	3
Total transport	399	145	180	341	4	20	56	44	68	121
Total communications	213	59	102	135	2	12	32	15	45	54
Broadcasting	116	32	96	94	0	1	11	7	17	26
Postal	127	35	53	26	1	1	10	4	10	25
Total communications	456	126	201	279	3	24	53	26	72	101
Total Programme	1,017	282	381	614	12	63	117	58	171	291

Subsector results

15. In summary, there has been significant progress in the implementation of projects in all the subsectors. However, at more than halfway through the period, still only 12 per cent of the projects have been reported as completed, with a further 28 per cent still under implementation. The progress in each sector is summarized in the following sections, and the details are shown in Annex I.

17. Roads and Road Transport: This subsector recorded the greatest improvement in the level of information available. Progress was reported on 143 out of the programmed 253 projects (57 per cent), compared to only 82 projects monitored in 1985. Out of the 145 projects monitored, 50 are completed and 84 are under implementation, for an implementation rate of 46 per cent.

18. Railways: The majority of projects so far implemented in this subsector are regional projects. Out of the 56 projects monitored, 15 are reported completed, including only 3 national projects; 31 projects, mostly national ones, are reported as under implementation. Thus the subsector records the highest implementation rate of 56 per cent.

19. Maritime Transport: Out of the 35 projects in the programme, monitoring information was available on 11. Two regional projects have been completed. The other nine projects, all subregional, are still under implementation, for a subsector implementation rate of 37 per cent.

20. Ports: A total of 31 projects were monitored, or 50 per cent of the 62 projects in the subsector programme. Two projects are reported completed, and 20 more are under implementation, for an implementation rate of 42 per cent.

21. Air Transport: The subsector contains 72 projects. Monitoring information was obtained on 57 projects (82 per cent); 6 were completed and 23 are still under implementation. This implies an implementation rate of 36 per cent.

22. Inland Water Transport: There has been a significant improvement in the level of information available for projects in this subsector. Monitoring data was obtained on 17 out of the 43 programmed projects this year, compared to 7 in 1985. One project is reported completed and five are still under implementation.

23. Multimodal Transport: This subsector contained 11 projects. Monitoring information was obtained on five projects: three were completed and two are still under implementation.

24. Telecommunications: Monitoring information was available on 135 out of 210 or 63 per cent of projects in the programme. Out of these, 22 are reported completed and a further 59 are still under implementation, for a cumulative implementation rate of 38 per cent.

25. Broadcasting: Of the 118 projects in this subsector, monitoring information was available on 84, up from 48 in last year's report. Eleven out of the 84 projects are reported completed and 22 are under implementation at the end of 1986, for an implementation rate of 26 per cent.

26. Postal Services: There has not been any significant improvement in the implementation of projects in this subsector. Of the 74 projects in the monitoring sample, only six are reported as completed, and 25 as under implementation. This represents a 24 per cent implementation rate on the subsector total of 127 projects.

CHAPTER III

IMPLEMENTATION OF REGIONAL, SUBREGIONAL AND INTER-STATE LINK PROJECTS

A. TRANSPORT

I. Inter-State link projects

27. In previous Annual Reports, the importance of inter-state link projects to the success of the Decade programme was discussed in great detail. It should merely be re-emphasized that the ease with which the flow of traffic of goods and persons is effected among African countries depends on the extent to which regional, subregional and inter-state link projects are successfully implemented.

28. The current reporting period shows some significant improvement in the implementation of this category of projects, which are generally acknowledged to be crucial for the physical integration of the continent. Below is the status of their implementation during 1990, based on information partly provided by member States and partly gathered by the ECA.

(a) Regional projects

29. Only one of the regional roads projects: [illegible], prefeasibility study of the protection of the Benin-Togo-Ghana coast against erosion, was in progress. The total cost of the study ($0.45 million) has been fully financed.

30. Significant progress was made in railways, in that eleven projects costing $87.25 million were completed, while three others estimated at a cost of $[illegible].0 million were in progress. One project was deleted.

31. In maritime transport, only one project: [illegible], the feasibility study on the establishment of a multinational shipping line for West and Central African States, sponsored by MIROCWAF, was completed. The cost of $0.18 million was funded by UNDP and ECOWAS.

32. With respect to ports, the study on the establishment of a dredging pool for Eastern/Southern African ports was completed (HAP-90-008). The cost of $0.153 million was funded by the Dutch Government and member states of the Port Management Association for Eastern and Southern Africa. The project HAP-90-006 on the development of a free zone in the port of Djibouti, estimated at a cost of $2.7 million was in progress. External financing amounting to US$1.3 million was provided by [illegible].

33. One regional air transport project - AIR-90-005 - feasibility study on establishment of a co-ordinated network of aircraft maintenance and overhaul centres was completed at a cost of $0.3 million and was funded by [illegible] and Norway. Three other projects: AIR-90-003, 004, and 010, costing $27.48 million were in progress. About $51.44 million has been secured, 28.5 per cent and 71.5 per cent being from external and local sources, respectively.

(b) Transit transport corridors

34. Mombasa-Nairobi-Uganda-Rwanda-Burundi: The study on the Gitega-Muyinga road in Burundi - ROP-05-001 - was completed in 1986 with $0.64 million provided by ADB. Two railway projects in Uganda - RAP-46-001 and RAP-46-002 - costing $9.1 and $34.71 million, respectively, were under execution. France had provided $9.0 million for the implementation of the former while IDA/FRG/FRANCE/EEC have jointly provided $25.5 million for the execution of the latter. The study of Lakes Tanganyika and Victoria and purchase of an additional ferry for Lake Victoria (INP-43-001) was in progress in 1986.

35. Dar-es-Salaam-Burundi-Rwanda: The study of the Nyanza Lac-Tutambara road in Burundi, has been completed at a cost of $2.0 million, provided by Libya. ROP-35-006 - construction of the Rwanda section of the Bugombo-Bugarama road is under execution, with $0.85 and $1.78 million provided by OPEC and the Rwanda Government, respectively.

36. The engineering studies of a proposed railway link between Rwanda, Burundi and Tanzania, has been completed at a cost of $4.0 million funded by Austria, Italy and UNDP. The expansion of the port of Dar-es-Salaam (HAP-43-001) estimated at a cost of $102.6 million is in progress and a substantial portion of the financing, $90.9 million has been secured. IDA/DANIDA/FINNIDA/ITALY/Netherlands/NORAD/UK/ are all involved in its financing.

37. The construction of warehouses for Rwanda at Isaka in Tanzania (MMP-35-001) is in progress.

38. Dar-es-Salaam-Zambia: The study of the Mansa-Luwingu-Kasama road in Zambia (ROP-49-006) is under execution and the $1.1 million cost has been funded by BADEA. Four railway projects have been completed, i.e. RAP-60-020 - Construction of 43 villas at the new Kapiri Mposhi station; RAP-60-021 - Construction of miscellaneous goods warehouse at Dar-es-Salaam; RAP-60-023 - construction of terminals at the new Kapiri Mposhi station for handling and storage of goods; and RAP-60-025 - acquisition of signalling and telecommunications equipment. Two other railway projects on this corridor were in progress during the year, i.e. RAP-49-001 - study of a proposed railway line between Mupulingu and Kasama; and RAP-60-013 - purchase of 36 diesel - electric mainline locomotives.

39. Necala-Malawi-Zambia : The studies on the construction of container terminals at Blantyre, Lilongwe and Balaka were completed by UNCTAD for Malawi at a cost of $3.4 million.

40. Maputo-Zimbabwe-Zambia: The study of the Zwishavane-Chicualacuala road in Zimbabwe (ROP-50-004) was under execution. The US$0.3 million cost was funded by Italy.

41. Lobito-Zaire-Zambia: The study of the Kaoma-Zambezi-Chavuma road (ROP-49-005) has been completed at a cost of US$1.10 million funded by BADEA. The feasibility study of a proposed railway linking Chigola-Chililabombwe with the Angolan network (RAP-49-004), has been deleted.

42. Pointe Noire-CAR-Chad: The improvement of the Bossembele-Bossangoa-Bedaoya road (ROP-08-004) is in progress. Only US$2.0 million of the estimated US$22.52 million cost of the project has been funded by the World Bank (IBRD). The study of the Sibut-Sido, Kaga-Bandoro-Sido-Chad road (ROP-08-005), has been completed at a cost of US$2.0 million funded by IBRD. The study of the expansion of the port of Pointe Noire (HAP-11-001), is under execution. FAC/CCCE have provided US$1.38 million and Congo US$0.62 million of the cost of the studies. Work is similarly in progress on the expansion of the port of Brazzaville and construction of secondary river ports. CADEA/FAC/ADB have provided US$4.93, while Congo has provided US$0.5 million, respectively for the project.

43. Douala-CAR-Chad: Two road projects, ROP-08-002 (study of the Kribi-Yakadoma road) and ROP-08-001 (study of the Bossembele-Garoua Boulai road), have been fully financed by ADB (US$11.0 million) and are currently under execution. Realignment of the rail track between Douala and Yaounde (Esaka-Melouma section), estimated at US$300 million (RAP-08-001) is under construction. France and ten other countries have contributed US$204 million while Cameroon has provided US$30 million towards the implementation of the project.

44. Lagos-Niger-Chad: The feasibility study of providing access to the sea for Niger either through Dori-Niamey or Kano-Meradi link (RAP-80-010), completely funded by ECOWAS, was completed.

45. Cotonou-Niger: The study of the Save-Cotonou-Condomey road and the third Cotonou bridge (ROP-03-003) has been completed at a cost of $0.6 million, secured from KFW. The construction of the Dasse-Zoume-Parakou road (ROP-03-004), estimated to cost $42.9 million has been completely funded and is in progress. The construction of warehouses for Mali at the ports of Dakar, Cotonou and Abidjan (HAP-28-001), is in progress.

46. Lome-Niger: Two road projects, i.e. construction of the Ouagadougou-Keye-Dori (ROP-47-002) and construction of the Fada Ngourma-Pama (ROP-47-003) roads were in progress in 1988. The construction of warehouses for Niger at the ports of Lome and Abidjan and purchase of handling equipment (HAP-33-001), was in progress.

47. Abidjan-Burkina Faso-Niger: The construction of the Ouagadougou-Tambao-Tin Hressan railway line, was in progress with local funds.

48. Abidjan-Mali: The study of the Markassadougou-Ouagadougou-Mali border and the Ouangolodougou-Burkina Faso border roads (ROP-21-001), has been completed. The total financing for the construction of the Bamako-Bougouni road (ROP-28-004) has been secured and the project is under construction.

49. Dakar-Mali: Reconstruction of the Kokokani-Bamako road (ROP-28-001) was in progress. The engineering study of the Bamako-Kita-Keneiba-Senegal border road (ROP-28-003) has been completed at a cost of US$2 million entirely funded by ECOWAS. Studies have been completed for the construction of a container terminal at the port of Dakar (HAP-37-001).

C. Trans-African Highways

50. A detailed historical background and rationale for the existing and planned Trans-African Highways, including ECA's efforts over the years was given in a previous report (E/ECA/TCD/24 paras. 68-72) and need not be repeated here. Below is therefore a description of activities which took place in ECA with regard to the highways.

51. The African Highway Master Plan: During this reporting period, the terms of reference for the preparation of the African Highway Master Plan were finalized and submitted to potential donors.

52. The combined meeting of Trans-African Highway Authorities was convened by ECA at Addis Ababa from 5 to 10 October 1986, at which the Authorities reviewed the progress of their respective Highways as indicated below, and charted their future programmes and activities.

53. Cairo-Gaborone Trans-East African Highway (TEAH): A prefeasibility study of the whole Highway was in progress under the auspices of ECA and funded by C.I.D.A. The study should be completed in 1986 or early 1987. The study should determine precisely the extent of missing links and other substandard segments that exist along the Cairo-Gaborone route and quantify the resources required to upgrade the Highway to all-weather standard throughout. The interim report of the consultants, which covered the "Southern" half of the TEAH, has revealed, in the meantime, that the Highway is in very good condition in Botswana and Zimbabwe, while rehabilitation and reconstruction was required in Zambia and Tanzania.

54. As regards the facilitation of road travel and trade on the TEAH system, the three working groups created by member States to improve customs, immigration and traffic regulations and procedures made some progress. The Immigration Working Group drafted an agreement for harmonizing rules and procedures. Ethiopia, chairman of the Working Group on Traffic Regulations, has prepared standard traffic regulations for consideration by other members.

55. Lagos-Mombasa Trans-African Highway (TAH4): The Governing Council of TAH4 held its second extraordinary meeting during this reporting period and considered a number of issues. The inventory of the TAH and its feeder links, financed by Belgium, was completed during the reporting period; the Ministers of Zaire and the CAR reported on efforts being made by their respective Governments to improve missing links in Zaire and the CAR. Cameroon reported that its missing link has been made motorable (Fomban-Tibati 300 km) although some work was still required to meet TAH4 standards; draft inter-State agreements have been prepared to facilitate road travel along the TAH and its feeders. These will be considered and finalized by the Governing Council at its next meeting in 1987.

56. Tripoli-Windhoek Trans-Central African Highway (TCAH): The Co-ordinating Committee of Ministers of the TCAH held its second meeting during the reporting period and considered a number of important matters. The segment in the Congo (Brazzaville-Quesso) made substantial progress while civil strife continued to hinder any progress inside Chad, where the major missing link in the TCAH exists. The Committee decided that efforts be made by ECA to prepare the legal instruments required to transform the TCAH Co-ordinating Committee into an Authority soon.

57. Trans-Sahara Highway: The Trans-Sahara Highway Committee held an extraordinary meeting during the reporting period, under its current chairman, Tunisia. The Highway which joins Algeria with Nigeria, via Niger, with spurs to Cameroon, Niamey and Tunis in the North, has progressed much in Tunisia, Algeria and Nigeria, but substantial missing links still exist inside Niger and Mali. Shifting sands were the major maintenance problem in the Sahara segment of the Highway, while lack of water and suitable construction materials impeded progress of construction.

58. ECA was requested to assist in the revival and revitalization of the Trans-Sahara Highway Committee to provide member states with an improved opportunity to exchange opinions on the development of the Highway.

59. Trans-West African Highway Network (TWAHN): The legislative authority of the Trans-West African Highways Network (TWAHN), made up of the Dakar-Bujumbura Trans-Sahelian Highway and the Lagos-Ouagadougou Trans-Coastal Highway met under the current chairmanship of ECOWAS, Nigeria. The network had made substantial progress in Benin, Chad, Cote d'Ivoire, Ghana, Guinea, Mali, Nigeria and Senegal. Member countries indicated that co-ordination meetings of the TWAHN were not being organized by ECOWAS on a regular basis and requested ECA to provide assistance to member countries to improve co-ordination.

60. ECOWAS has achieved a lot of success in facilitating travel and trade by road in the West African sub-region, including the ECOWAS Brown Cards relating to motor vehicle third party liability insurance and others, such as the protocols on harmonization of highway legislation and regulation of inter-state transportation and transit.

61. Trans-African Highway Bureau: During the combined meeting of all the Trans-African Highway Authorities held at Addis Ababa during the reporting period, member countries agreed to re-establish the Trans-African Highway Bureau under the auspices of ECA, so that it should provide secretariat and technical services to all Trans-African Highway Authorities as an efficient and cost-effective arrangement, in lieu of individual secretariats for each authority.

5. Optimum development of air services.

62. AFCAC prepared a plan for the implementation of recommendations of the study on the optimum development of air services in Africa. This plan comprises a series of actions and measures designed for the short, medium and long term. They apply to airlines, states and subregional organizations. In the short term, the plan provides for inter alia, the development of cargo co-operation, the implementation of a tariff policy, the establishment of clearing houses at the subregional level in order to facilitate the transfer of airline revenues, the liberalization of traffic rights, improvement in airport facilitation and the development of tourism infrastructure.

63. The medium term will be devoted, inter alia, to the creation of multinational or jointly operated airlines at the subregional levels, diversification of the activities of airlines and the development of air services within the framework of the AFRAA circuit. As for the long-term, the plan provides that regional organizations continue actions undertaken at the short and medium term so as to coordinate activities of subregional entities.

64. The Technical Committee on Air Transport set up pursuant to the Mbabane Declaration met for the second time in Addis Ababa from 30 June to 2 July 1986. The agenda included consideration of the problems of traffic rights, collection and nature of data needed for the development of air transport, routes necessary for the economic and physical integration of Africa, the ECOWAS study on air transport and the promotion of multinational airlines and joint operation of routes. Participants recalled that political authorities had already expressed their willingness to create a pan-African airline and that the mission of this committee was to follow-up the political decisions in order to translate them into concrete actions.

65. The Committee therefore resolved to adopt a practical approach designed to: promote the AFRAA/AFCAC approach on the standardization of personnel licensing procedures, airworthiness certification and other civil aviation legislation; encourage commercial co-operation among airlines; identify problems needing solutions prior to the creation of subregional airlines and make suggestions on how to solve them.

66. During 1986 efforts were also directed to improving the efficiency of management and operations of airport and air navigation facilities. A workshop on airport and route facility management for States in Eastern and Southern Africa was organized by ICAO in Nairobi in July.

4. Manpower Development in Transport.

67. The following training activities were carried out by ILO during the reporting period.

68. Based on experience gained from various parts of the world, ILO produced a set of training materials especially designed to meet the needs of supervisory training which is being used by many institutions throughout the world.

69. A management development project undertaken in the field of transport was, for instance, the one in Egypt. Its aim was to assist the Middle Delta Bus Company in activities which include the provision of experts, supply of equipment and organisation of training programmes.

70. A comprehensive project document is being finalized at the request of INDRAO for the training of port workers in Mozambique, one of six countries identified by OEOA (UN Office for Emergency Operations in Africa) as facing the most critical situation. This will be a large-scale project based in Maputo but covering a total of three ports. A similar project to train port workers in Tanzania is also under consideration by INDRAO.

71. In West Africa, an assessment of the training needs of port workers in Sierra Leone was undertaken at the request of PMAWCA. The Government of Senegal has also requested assistance in preparing a project for extended port training activities utilising existing facilities. Expert services were made available for this purpose.

72. The regional adviser on management and small enterprise development based in Addis Ababa collaborated with the British ODA in identifying a project for the port of Assab. WFP, which has experienced critical deficiencies in the handling of food commodities at Assab, has supported the project idea which is being followed up by all the parties concerned.

73. In rail transport, the ILO assisted the Egyptian Railways to train technicians and specialists in railways operations, maintenance and repair of diesel and electric locomotives, coaches, electric train sets, permanent way, signalling and telecommunications.

74. In road transport, the ILO provided assistance to Mauritania in the training of mechanics and vehicle maintenance technicians at the Nouakchott Vocational Training and Advanced Training Centre. Finally, it provided training in automotive occupations under a project for the development of a national industrial training scheme and a vocational training centre in Kampala, Uganda.

D. COMMUNICATIONS

1. The PANAFTEL Network

75. The Pan-African Telecommunications Network, PANAFTEL, consists of telecommunications circuits interlinking African countries. These circuits are provided by high quality broad-band microwave radio, submarine cable and satellite communications systems.

76. As at the end of 1985 approximately 40,000 kilometres of transmission links, of which some 35,000 kilometers are microwave and 5,000 kilometres submarine cables were installed. The terrestrial and submarine systems have been supplemented by satellite earth stations operating in 41 countries.

77. Some 80 projects included in the second phase UNTACCA programme are part of the PANAFTEL Network. The status of these projects is as follows: seven projects were completed by end of 1985 and another seven projects were completed during 1986: thirteen projects were in the process of implementation during 1987: there were 24 projects for some of which sources of finance have been identified while others still remain with finance as yet to be secured. The last category includes 17 projects on which no action has been notified. The estimated cost of these projects is $329 million.

78. In spite of the large number of international telephone and telex exchanges now in service and the extensive terrestrial and satellite links available, intra-African traffic which could pass over these links is still being routed over transit centres outside Africa. This has been attributed to the frequent outage and unreliability of PANAFTEL circuits due to inadequate maintenance, shortage of spare parts and fuel for repeater stations. Other factors contributing to the poor utilization of the PANAFTEL network are lack of operational agreements on tariffs and transit arrangements, more attractive transit tariffs offered by transit centres outside of Africa, inadequate dimensioning of exchange and multiplex equipment, and problems in coordinating signalling systems.

79. This disturbing situation was discussed with a great deal of concern by the PANAFTEL Co-ordinating Committee at its 10th session in July 1986. Because of the gravity of the matter the Co-ordinating Committee appealed to the OAU Secretary-General to bring this state of affairs to the attention of the OAU Council of Ministers and to the Assembly of Heads of State and Government.

80. At present African countries can be divided into three groups: one group of countries in Eastern and Southern Africa has achieved an operational network; a second group predominantly in West Africa, has installed a substantial amount of equipment, with transmission systems linking almost all of them in place, but with only parts of this network operational; a third group of countries, predominantly in Central Africa but including also some countries in both Eastern and Western Africa, has so far made comparatively little progress in linking the various national networks. The future work of the PANAFTEL project, therefore, includes three types of activities according to the stage of network development of these three groups of countries. The first group needs to be assisted not only to extend the operational network but also to develop it further by providing for alternative routing of traffic where only one route is available at present; to plan for and to introduce international subscriber dialling; to develop viable tariff systems and to establish a sound and workable system of international accounting. The second group must, in the first instance, be assisted to bring the various installed systems up to a satisfactory standard, and thereafter they will need the same assistance as the first group. With regard to the third group, the project will need to continue to promote the interlinking of adjacent national networks.

2. Regional African Satellite Communication System - RASCOM

81. The year 1985 can be regarded as the turning point in Africa's efforts to establish an African regional satellite communications system. The mandate of the Inter-Agency Co-ordinating Committee (IACC) as the supervisor of the RASCOM feasibility study project was reaffirmed by the Conference of African Ministers of Transport, Communications and Planning at its fifth meeting held in Harare, Zimbabwe in March 1985 when it approved the recommendations of the IACC on the financing and management of the project.

82. Throughout the year, the IACC continued its work towards the start of the feasibility study. It held three meetings at which several key decisions were made. The eleventh meeting, held in Addis Ababa, Ethiopia, in February 1985, made a number of recommendations to the Conference of Ministers. At the 12th meeting, also held in Addis Ababa in July 1985, the IACC further refined the framework for the project office, elaborated the job descriptions for the director and senior experts for the project, and agreed on the method of advertising the posts. The selection of senior staff commenced in November 1985 and was completed in January 1986. The project office became operational the same month.

83. With regard to funding, the $8 million estimated cost of the project is almost oversubscribed. Although only $0.5 million or 10 per cent, is presently paid up by UNDP and ITU, pledges have been made by Zimbabwe, Ethiopia, France, Italy and FRG.

84. Thus, by the end of 1985, the project was ready to commence. It is expected that the study will be completed within 15 months.

3. Propagation Data in Africa

85. The ITU initiated in 1985 an "ITU/CCIR Radio Propagation Measurements Programme for Africa. Studies began in Cameroun, Burkina Faso and Kenya with assistance of $50,000 from Saudi Arabia. Other assistance came from France and Italy.

4. Manpower Development in Communications

86. Human resource development being a priority in "AAPPCD", ECA is now concentrating on projects dealing with the enhancement of managerial capabilities in the communications sectors. Pursuant to General Assembly Resolution 38/160 of December 1983, on UNTACDA, ECA is carrying out a survey on manpower and training requirements in communications and transport. To avoid duplication of effort and to ensure maximum effectiveness, the studies in communications are being undertaken in close collaboration with ITU, UPU and UNESCO.

87. In the telecommunications sector ECA and ITU are jointly executing the manpower and training needs surveys and updating those that have already been completed through survey or preparation of countries' Master Plans. The two organizations intend to maximize the utilization of the studies, particularly the joint preparation of national and subregional training projects. In addition, ECA has planned in its 1988/1989 programme of work the review of existing policies and projects in Africa, designed to promote the manufacture of telecommunications equipment.

88. POP-80-002 - Establishment of a multinational postal training school in Brazzaville - This project involves the construction of buildings and purchase of equipment for the multinational school. It includes the continuation of the preliminary phase, currently underway, and will focus on the inauguration of the school in temporary premises provided by the Congolese Government. UNDP has provided $501,000, of which $75,000 was allocated for 1986.

89. POP-80-010 - Preparation of modular courses for national and multinational schools - This project is concerned with postal training in all African countries. A preliminary study has recommended the programme to be followed, a calendar of activities and a financing plan. The study was conducted by UPU with assistance from UNESCO and UPU has prepared a draft project document for soliciting funding from PIDC/UNESCO.

90. POP-82-008 - Establishment of a Multinational School for Postal Training in Beira (Mozambique) - The project involves the construction and equipment of buildings for use by the regional centre for postal training for the five lusophone countries in Africa (Mozambique, Angola, Cape Verde, Guinea Bissau and Sao Tome and Principe). The prefeasibility study, financed by UNDP and executed by UPU at a cost of $30,000 was completed in 1986.

CHAPTER IV

CONTRIBUTIONS OF THE UNITED NATIONS SPECIALIZED AGENCIES AND OTHER BODIES AND AFRICAN INTERGOVERNMENTAL ORGANIZATIONS TO THE IMPLEMENTATION OF UNTACDA

A. TRANSPORT

I. Roads and Road Transport

(a) Economic Commission for Africa (ECA)

91. The ECA in 1988 continued to provide technical advisory services to countries and inter-governmental organizations in the field of roads and road transport as described below:

(i) In January 1989, advice was provided to the Lagos Mombasa Trans-African Highway Authority in the organization and servicing of its annual ordinary meeting, which was held in Brazzaville, Congo;

(ii) In July 1988, technical advisory services were provided to the Sierra Leone Road Transport Corporation (parastatal), in the reorganization of its activities and in the identification and preparation of a preliminary improvement project under the auspices of the UNDP;

(iii) Again in July 1988 substantive advisory services were provided to semi-land-locked Zaire in the form of the preparation of the basic documents to be presented to donors for the Second Zaire Round Table on transport, Transit and Access to the outside world.

(iv) In September 1988 assistance was provided to the Egyptian Road Association and the International Road Federation in the organization and servicing of the 8th African Highway Conference in Cairo, Egypt;

(v) In November 1988, technical services were provided to the Intergovernmental Authority on Drought and Development (IGADD) in the preparation of the IGADD transport map of Sudan, Ethiopia, Kenya, Djibouti, Somalia and Uganda, indicating the missing road and telecommunications links among member countries of IGADD;

(vi) In December 1988, substantive technical assistance was provided to the Road Transport Authority of Ethiopia in the form of project preparation, for submission to international financial institutions, to improve road transport management and road safety in Ethiopia;

(vii) Finally the ECA organized and serviced the First Combined Meeting of Trans-African Highway Authorities, described earlier in much detail (Chapter III), to harmonize planning and programming, standardize rules and procedures, and streamline the administrative and technical services of the authorities.

(b) International Labour Organization (ILO)

92. ILO's activities in the road transport sector during 1988 laid emphasis on the labour-intensive approach to road construction in the rural areas with the greatest emphasis being on employment generation and practical training.

93. In Kenya, for instance, the ILO is carrying out a detailed study of labour-based road maintenance within the framework of the Rural Access Roads Programme. The prime objective was to assess, and if possible quantify, the relationship between the climatic and geographical characteristics of rural roads and the resources required to maintain them. A handbook for the village-based "longtamen" entitled "Maintenance Worker" is being produced.

94. A practical application of integrated rural transport planning is the Makete Integrated Rural Transport Project in Tanzania. This project aims at developing a framework to improve the transport situation in a selected remote rural area in Tanzania.

95. In Zaire, a follow-up was made of the ILO collaboration with the World Bank in a project identification mission, the purpose of which was to find ways of assisting the Government in maintaining secondary and other minor roads.

96. In Mozambique, a pilot project is being expanded into a full-scale road construction and maintenance programme. Current ILO work has been concentrated on training of the supervisory staff.

97. Rural road construction projects also exist in several other countries in the eastern, western, central and southern parts of the continent (e.g. Botswana, Burundi, Gambia, Ghana, Ethiopia, Lesotho, Uganda, Zambia, Zimbabwe, etc.). All these projects are proving useful not only from the point of view of training in feeder road construction and maintenance (as well as in generating employment and improving the living conditions of the rural sectors concerned) but also in the cost-effectiveness of the labour intensive method utilized.

98. In road transport, the ILO provided assistance to Mauritania in the training of mechanics and vehicle maintenance technicians at the Nouakchott Vocational Training and Advanced Training Centre. Finally, it provided training in automotive occupations within the framework of a project aiming at the development of a national industrial training scheme and a vocational training centre in Kampala, Uganda.

(c) Economic Community of the Great Lakes Countries (CEPGL)

99. The CEPGL programme recommends the construction of the community roads: Rugombo-Bugarama, Butare-Cyangugu-Bukavu, Kabgayi-Walikale-Kisangani, Rusumo-Muyinga-Ngozi.

100. The 17km long Bujumbura-Ugerama road, covering 4.02 km in Burundi and 7.78 km in Rwanda, is an access road to the Central Ruzizi II project. Its construction work, carried out within this Ruzizi II project, has been completed. Construction work on the 152 km long Butare-Kyenyuge road has just been completed and the road has been opened to traffic. The first section of the Kusumu-Isoke road (Kusumu-Lusahunga: 50 km) is under construction. The first section (Kusumu-Akagera: 50 km) has already secured financing while the second section (Akagera-Isoke: 112 km) has not yet. Construction work on the 31 km long Muyinga-Gasenyi road has been completed.

101. The Bukavu-Walikale-Kisangani road is a feeder of the Dakar-Lagos Trans African Highway and constitutes, for ECCAS, one of the ways to open up Burundi and Rwanda, two member countries of the Community that are completely landlocked. When completed, this road will link both countries to the Zaire transport system to the sea (from Kisangani to Kinshasa by river and from Kinshasa to Matadi by rail). The 248 km section from Kisangani to Lubutu was already asphalted, while the sections Lubutu-Osokari (88 km) and Osokari-Walikale-Kusumu (160 km) were under construction with funding from the Federal Republic of Germany and European Development Fund, respectively. Financing is yet to be secured for the last section Kusumu-Kamba whil, the section Bukavu-Kamba (191 km), which was already asphalted at the time of independence now needs reconstruction for which finance has not been found.

2. Railways

(a) Union of African Railways (UAR)

102. The main activity of the UAR has been in connection with the African Railway Technical Institute (IFTA) located in Brazzaville, Congo. Work is being carried out according to schedule. The school's status was approved and programmes on the "professionalization" phase were under operation. The Principal of the School will assume duty at the beginning of February 1988 and classes will begin, as planned, in September 1987.

(b) Economic Commission for Africa (ECA)

103. During the year under review, ECA undertook the following activities: (i) technical assistance missions designed to improve the management of railways were undertaken in Togo, Kenya and Zambia; (ii) the Eastern and Southern African Management Institute (ESAMI) organized a course on railways management programmes and ECA provided a railway expert to conduct some of the sessions; (iii) studies were conducted on improving the operation of railways in Africa in general; (iv) in collaboration with ECOWAS, ECA's railway expert prepared project documents for the Sahel railway; and (v) preparatory documents for the colloquium on railway technical and management problems to be held in Addis Ababa, in June 1987, were prepared.

(c) International Labour Organization (ILO)

104. In the field of railways, ILO's activities were, in 1986, confined only to two railways.

105. An adviser in railway management carried out an assessment of the training needs of staff operating the important rail link between Djibouti and Ethiopia, the Ethio-Djibouti Railway; emphasis was on training needs that could be met rapidly to bring about improvement in promoting efficiency.

106. Following a request from the Sudan, an official from the ILO's Labour Law and Labour Relations Branch undertook an exploratory mission to Khartoum to look into the possibility of improving the labour-management relations in the Sudanese railway system. As a follow-up to this mission, a workshop with the full participation of both the management and the trade unions was organized. The Sudanese railway network is known for its importance in the distribution of relief supplies.

3. Maritime Transport

(a) Ministerial Conference of West and Central African States for Maritime Transport (MINCONMAR)

107. Out of the 13 projects which are the responsibility of MINCONMAR, two were completed in 1985, nine were still under implementation at the end of the year and five had not yet commenced. The two projects completed were: SHP-80-01 : The Feasibility Study on the Establishment of a Multinational Shipping Line for West and Central African states and SHP-80-020: Feasibility Study on the Establishment of a Multinational Bulk Cargo Shipping.

(b) Port Management Association of Eastern and Southern Africa (PMAESA)

108. The study on the establishment of a pool in dredging for eastern/southern African ports, which is a decade project (SHP-80-05), was completed in 1985. The study, which covered all maritime States members of PMAESA, had recommended the establishment of a dredging pool. Its main findings are that: (i) a common need exists among members of the Association for capital dredging; (ii) the annual requirements for maintenance dredging is for a few members only namely Madagascar, Mozambique, Comoros, Djibouti and the Sudan; (iii) major dredging needs have not been included in the costing of the project and members with such requirements are advised to make separate arrangements; and that (iv) the total cost of separate mobilization and demobilization to each port to be dredged will amount to US$5.75 million. Capital dredging work in Mombasa will result in a considerable saving of $6.0 million.

(c) UNCTAD

109. In the light of the importance of MINCONMAR, high priority has been given by UNCTAD to the implementation of projects for which it was the executing agency. The information provided by UNCTAD on the various projects has been duly reflected in this report. The execution of projects or part of the projects, has been carried out in close cooperation with regional and/or subregional organisations in order to ensure efficiency and utmost support. Basically, UNCTAD has been involved in areas of shipping, ports and multimodal transport and has executed the following projects:

(i) Due to the importance of manpower development the TRAINMAR project (SHP-80-003) has continued to provide training on national/regional and interregional levels with regard to various subjects ;

(ii) In addition support continued in 1985 for the Maritime Academy in Abidjan (SHP-80-001) ;

(iii) Under the project (SHP-80-010) assistance to the Ministerial Conference of Western and Central Africa continued, particularly with regard to the implementation of the Code of Conduct for Liner Conferences, the registration of ships and other shipping policy issues ;

(iv) As part of the general programme of assistance to developing countries to enable them to improve their foreign trade, technical assistance was provided to Equatorial Guinea (SHP-IN-001 and GLAP-IN-001). These projects have been successfully completed.

(d) International Maritime Organization (IMO)

110. IMO has been involved in Phase I of the Lucede Programme and hopefully will continue to support and participate in the activities of Phase II within the limits of the field of competence and the resources of the Organization. With regard to IMO's activities in Africa in 1988, within the overall context of the Lucede Programme, the following have been the Organization's involvement within that year:

(i) Regional Maritime Adviser - Missions were undertaken in 1988 by the IMO Regional Adviser for Africa to the following English-speaking countries: Zimbabwe, Ethiopia, Cameroon, Kenya, Somalia, Nigeria, Sierra Leone, Niger, Ghana, Cote d'Ivoire and Liberia;

(ii) Inter-Regional Maritime Advisers - Following requests by national Authorities, the Inter-Regional Sectoral Support Consultants in Maritime Training (Deck and Engineering) undertook missions to Malawi and Liberia;

(iii) World Maritime University - Since 1983, a total of 104 students from 27 African countries have participated in one or two year courses at the University;

(iv) Projects - The IMO had projects being undertaken in the following countries: Angola, Sierra Leone, Liberia, Malawi, Algeria, Benin and Sao Tome.

4. Inland Water Transport

Economic Community of the Great Lakes Countries (CEPGL)

111. During the year under review, ECA's Kisenyi MULPOC made a pre-feasibility study, on behalf of CEPGL, of a multi-national transport company for lakes Kivu and Tanganyika. The heads of State of CEPGL have agreed to proceed to the next stage of a feasibility study. The terms of reference for the feasibility study are available and it is estimated that it will cost $72,000. External financing is being sought.

5. Air Transport

(a) International Civil Aviation Organization (ICAO)

112. In the technical assistance field, ICAO has been an UNDP executing agency, directing 37 projects in 1988 and 3 regional projects in 34 countries. Additionally ICAO directed 8 projects financed by trust funds. Some of the outstanding achievements of the past year were the manpower and training survey (limited to pilots and aircraft maintenance technicians) undertaken in African countries south of the Sahara, the partial rehabilitation of Entebbe (Uganda) airport. The overall technical assistance programme for Africa consisted of $14.3 million under UNDP's Country Programme, $3.1 million under UNDP's Regional Programme, $1.6 million from Trust Funds and 230 fellowship awards.

113. Missions to States aimed at improving facilitation were undertaken by ICAO and AFCAC. Emphasis was placed on achieving greater compliance with the international standards and recommended practices adopted by ICAO taking into account relevant recommendations adopted by the African Conference on Freedoms of the Air of Abebene, 1984 and the

conclusions of the Facilitation Area Meeting held at Arusha in November 1985.

114. With regard to tariffs, ICAO published two annual studies on fares and rates. One was a survey of international air fares and rates indicating among other things how international air fares and rates in Africa compared with those in other regions in the year 1985. The other dealt with the economics of passenger fares indicating the degree to which differences in the level of international passenger fares and the variations in these fares with distances and other traffic variables reflected corresponding variations in operating costs.

115. Civil aviation activities which are basically aimed at the provision of facilities and services for efficient, economic and safe operation of air transport systems in Africa following ICAO Africa-Indian Ocean (AFI) Air Navigation Plan continued at a slower pace than expected. Two major problems identified in 1985 were lack of trained and experienced manpower and a serious lack of communications facilities and services which in turn affected the provision of Air Traffic, Meteorological, Search and Rescue and Aeronautical Information services.

116. In the Aerodromes, Air Routes and Ground Aids (AOA) fields, major improvements of aerodrome facilities took place or were in progress in Cameroon, Cape Verde, Central African Republic, Chad, Equatorial Guinea, Ethiopia, Gabon, Kenya, Malawi, Mauritius, Somalia, Swaziland, United Republic of Tanzania, Zaire and Zimbabwe. Plans existed for the construction of new aerodromes in Algeria, Cameroon, Comoros, Equatorial Guinea, Gabon, Malawi, Morocco, Niger, Somalia, Sudan, Togo, United Republic of Tanzania and Zambia.

117. In the Air Traffic Services (ATS) field, preparatory work commenced to review the Air Traffic Services route network in Africa, with the objective of reducing flying distances.

118. In the Aeronautical Information Services (AIS) field, ICAO fostered its efforts in assisting States to implement the uniform application of Annex 4 and Annex 15. However, greater efforts were still to be made in this field as indicated by reports on missions to States and the AIS Seminar held in Nairobi in 1985.

119. It has been identified that lack of trained personnel, funds and equipment was the main reason for the non-implementation of the many international specifications expected of member States. In this regard, ICAO continued providing its technical assistance to train qualified staff in Aeronautical Information Services and Cartography.

120. In the Communication (COM) field, Africa continues to lag behind other areas in the implementation of communications facilities. The lack of implementation of communications facilities is an extremely serious problem on its own, but the lack of implementation of communications facilities adversely affects other air navigational services such as Air Traffic Control, Search and Rescue, Meteorology and additionally handicaps the prime users of the air navigational service, the airlines. Progress is being made but unfortunately at far too slow a rate to provide meaningful relief to the current communications difficulties.

121. In the Aeronautical Meteorology (MET) field, lack of necessary equipment, communication facilities and services and of trained and experienced manpower remain the main problems in Africa.

122. In the Personnel Licensing and Training field (PEL/TRG) in addition to the global study to determine pilot and aircraft maintenance technicians training a complete manpower and training survey in all civil aviation fields was carried out for all States in the Eastern African Office. As a result of the survey, feasibility studies are in progress to expand the existing programmes of the Regional Training Centres to offer intermediate and/or advanced courses hitherto not offered in the region.

(b) Economic Community of the Great Lakes Countries (CEPGL)

123. In the area of air transport, CEPGL, in collaboration with the Bisenyi MULPOC, has an inter-airline standing committee (CIAC), which provides a consultation machinery among the airlines of CEPGL countries. The principal objective of the committee is to implement the CEPGL air transport policy of which one of the most important elements is the creation of a multinational passenger and cargo airline.

124. During the year under review, feasibility studies on the creation of a joint airline were conducted under the auspices of the Bisenyi MULPOC. However, while awaiting the creation of the joint airline, the three national airlines (Air Burundi, Air Rwanda and Air Zaire) have intensified their co-operation through the joint operation of certain routes to neighbouring countries and for tourism promotion.

C. COMMUNICATIONS

1. Telecommunications

(a) Economic Commission for Africa (ECA)

125. As part of its role as the lead agency for the implementation of the Decade programme, ECA in 1986 contributed to regional and subregional technical and development meetings such as the Annual Regional (East and Southern Africa) Telecommunications Conference (AFTEC) held in Mbabane, Swaziland, in October and the African Telecom 86 and the World Telecommunications Forum, in Nairobi, Kenya, in September. ECA also provides technical assistance in telecommunications planning for rural services to Liberia and as a member of the IADC-RASCOM, participated in the preparatory activities for the RASCOM feasibility study. Together with the other members of the PANAFTEL Co-ordinating Committee, ECA formulated follow-up activities on the recommendations of the Arusha Declaration (1985) on Telecommunications Development.

(b) Organization of African Unity (OAU)

126. The activities of the OAU have been centred around sensitizing member States on the need to achieve the objectives of the Decade programme, specifically:

(a) In its report to the OAU Council of Ministers in 1986, OAU highlighted the recommendations of the PANAFTEL Co-ordinating Committee;

(b) As chairman of the IADC (RASCOM) OAU has led the effort to get the feasibility study off the ground;

(c) OAU is undertaking a study to rationalize the various African IGO's in the field of communications.

(c) International Telecommunication Union (ITU)

127. The ITU has participated effectively in the [illegible] activities, either by providing technical expertise in its fields of competence or by practical collaboration in provision of financial resources, to enable implementation of telecommunication projects including broadcasting. In 1988 ITU carried out the following activities: (i) provided assistance in the implementation, operation and maintenance of the [illegible] network through ITU/UNDP projects RAF/82/006 and RAF/88/018. Further assistance was provided to individual countries and subregional organizations such as ASECNA, SATCOL, UDEAC, CEPGL and KBO; (ii) in collaboration with the other members of the IACC-H-AFRICOM, continued preparatory activities for accelerated start of the [illegible] feasibility study; (iii) intensified the follow-up activities on the recommendations of the Independent Commission and the Arusha Declaration on Telecommunications Development, and this culminated in the convening by the PTA-AFTEL Co-ordination Committee, of the African Telecommunications Development Conference, Tunis, Tunisia 12-16 January 1987; (iv) provided assistance, as and when requested, in convening of world regional and sub-regional technical and developmental meetings, specifically for Africa: (a) The conference of the Southern African Telecommunications Administrations (SATA), Maseru, Lesotho, March 1988; (b) The African Telecom 88 and the World Telecommunication Forum, Nairobi, Kenya, 10-16 September 1988; (c) The Annual Regional (East and Southern Africa) Telecommunications Conference (AFTEC), Mbabane, Swaziland, October 1988; (v) provided assistance in the field of training to multicountry and national training institutions either through the [illegible] project or other forms of assistance. For example [illegible] provided to Multi-Country Advanced Level Training Institute (ECIT) in Dakar, Senegal and to the Advanced Level Telecommunications Institute (AFRALTI) in Nairobi, Kenya.

128. Training was also provided, through the organization of seminars and workshops for transfer of new technologies. Among these were the maintenance workshop for administrations and equipment manufacturers, Abidjan, Cote d'Ivoire, February 1988; the workshop on maintenance, Yaounde, Cameroon, July 1988; the seminar and workshop on planning and management of broadcasting systems for the SADCC countries, Harare, Zimbabwe, April 1988; and the workshop on digital technology, Mbabane, Swaziland, October 1988.

129. A number of subregional PANAFTEL co-ordinating meetings were held during the year and ITU participated in all of them. The main meetings were: Bureau of Plan Committee for Africa, Dakar, 11-13 March 1988; Southern African Telecommunications Administration (SATA) Conference, Maseru, 19-21 April 1988; CEPGL meeting of experts, Bujumbura, 18-22 April 1988; INTELSAT meeting (Africa and Local Traffic), Washington, 26 April - 5 May 1988; Fifth Session of the consultative committee on submarine cables (MEDARABTEL) Damascus, 7-10 May 1988.

130. The following missions were also undertaken by ITU in 1988: a mission to Liberia to assist in preparation of [illegible] in August-2 September; Missions to Ghana, Liberia and Cote d'Ivoire to assist in resolving signalling problems between international exchanges; mission to Cameroon (1-5 December) to attend meeting of [illegible] Tariff group.

(d) Pan-African Telecommunications Union (PATU)

131. As a regional organisation, PATU's activities have been mainly centred on the PANAFTEL Project in the areas of implementation, operation, maintenance, tariffs, management and training. Other areas of [illegible] have been on radio propagation studies

in Africa, promotion of manufacture of telecommunication equipment in Africa, inter-State co-operation and participation in conferences and meetings bearing on the development of telecommunications in Africa.

132. During the period under review, PATU undertook the following activities: (i) collaborated with the countries concerned to establish the following inter-State links: Zaire-Zambia, Zaire-Tanzania, Zaire-Kenya, Tanzania-Comoros, Sudan-Kenya; (ii) in collaboration with UNIDO prepared the following five projects: a Regional Environment Testing Centre; a Regional Tropicalization Centre; three multi-purpose pilot projects for the manufacture of telecommunication spare parts and components; (iii) organised the Annual "African Telecommunications Day" on 7 December to highlight the socio-economic benefits of telecommunication; (iv) after co-ordinating with the ITU, PATU submitted the six telecommunications project proposals for consideration under the UNDP Fourth Programming Cycle (1987-1991).

133. The limited resources of the Union were a great handicap for the implementation of its programme, and much of what was achieved was through desk-studies and correspondence.

(d) Economic Community of the Great Lakes Countries (CEPGL)

134. In the area of telecommunications, the CEPGL policy seeks to inter-link telecommunications networks of its member States and increase the capacity of inter-State arteries. In order to more easily attain this, member States signed two agreements, namely, the Technical Co-operation Agreement on Telecommunications within CEPGL and the Operation Agreement on Telecommunications within CEPGL member States.

(e) The United Nations Educational, Scientific and Cultural Organization (UNESCO)

135. The following activities were carried out in 1988 under the Unesco/Nordic project. These activities, carried out by the Subregional Adviser for Communication in East and Southern Africa, included the organization of six management training courses in Botswana, Kenya, Lesotho, Swaziland, Tanzania and Zambia. The courses, which lasted 10 to 15 days, involved 12 to 18 participants and cost $42,300 altogether. Equipment totalling $40,000 was also ordered for Botswana, Lesotho, Tanzania, Zambia and Zimbabwe within the framework of this project. The final report on this project is currently under preparation.

136. In 1988 alone, UNESCO through IPDC, was implementing 28 projects including one interregional project - involving the Union of National Radio and Television Organizations of Africa - eight regional projects and 19 national projects, the majority of the latter being aimed at promoting the development of local communication systems. In addition, 20 national projects will be financed under funds-in-trust arrangements, covering the various key areas, i.e. the rural press, training, radio and television broadcasting, and news agencies.

2. Postal Services

(a) Economic Commission for Africa (ECA)

137. In 1988, ECA undertook a study on obstacles to the development of an African postal system and concluded a memorandum of understanding with PAPU for cooperation in the development of postal services in the region. It also participated in the Conference on Mail Routing in Arusha, Tanzania.

(b) Universal Postal Union (UPU)

138. The contribution of the UPU in 1986 towards the implementation of the Decade has two aspects, namely, general activities to obtain funding for postal projects, and specific advisory services to member States on the implementation of regional, subregional or national projects. UPU also financed missions of consultants for some feasibility studies or training programmes. Contacts made by the UPU with funding agencies were continued in 1986 with the African Development Bank (ADB) and the European Community.

139. Progress was made towards the implementation of three regional and one national project. The regional ones were POP-00-005: Mobilization of postal savings services, especially in rural areas, POP-00-003: Establishment of workshops for producing postal materials and POP-00-016: Establishment of modular courses for national and multinational schools. The national project was POP-32-003: Establishment of a multinational postal training school in Beira, Mozambique.

CHAPTER V

INTERNATIONAL CO-OPERATION AND SUPPORT FOR THE IMPLEMENTATION OF UNTACCA

140. African countries began to emerge from one of the worst famines in recent history and started making significant progress in the formulation and implementation of structural adjustment programmes during 1986, but much remains to be done to implement development programmes.

141. The increasing external indebtedness, the decline in per capita incomes, with severe consequences in the form of growing poverty and, in some cases, hunger, malnutrition and even severe famines have continued to affect investment in Africa. In spite of improved economic performance in the industrialised countries during the period under review, the financial assistance provided to African countries has continued to be far less than expected.

142. Therefore, the low level of implementation of transport and communication projects has continued. The situation will be much worse unless the international community provides additional resources in the form of new aid for development assistance and debt relief in the coming years.

143. The UNTACCA phase II programme consists of 1,917 projects for all sectors of transport and communications at a total estimated cost of $16,534 million. Financing so far has been $4,543 million or 28 per cent of the programme total cost. The analysis shows that out of the total financing secured $2,885 million or 58 per cent was from external sources while $1,958 million or 42 per cent was from African countries. This shows that in spite of the low level of external resources provided to the continent, African countries have continued to finance a big share of the UNTACCA programme. A detailed list of projects that have attracted financing to date with identified source is shown in Annex II.

144. On the basis of information received from African countries and various publications, a summary of UNTACCA projects that have attracted financing by sector has been prepared to show the per cent of contribution of donor countries, financial institutions vis-a-vis African countries to the implementation of UNTACCA Phase II projects (Table 3).

145. The ECA has continued to explore ways and means of financing the UNTACCA projects. It will be recalled that nine technical consultative meetings were organized of which the results, though positive in certain respects, fell short of expectations. A new approach, that of organizing co-financing meetings, has been adopted. The co-financing meetings differ from the technical consultative meetings in scope of activities, focus of attention and preparation of projects.

146. During the period under review ECA organized a co-financing meeting for projects in the Central African transport corridors, held in Pointe-Noire, Congo from 3 to 5 November 1986. The objective of the meeting was to enable the four countries in the subregion, namely, Congo, Cameroon, Chad and Central African Republic to collectively present to the financial institutions and donor countries the corridor transport projects for consideration for financing.

Table 3

SUMMARY OF UNTACDA PROJECTS THAT HAVE ATTACHED FINANCING BY SECTOR

Sector	Total no. of Projects in plan		Financing secured 1984-1988				
	Number	Cost $M	No. of Projects	External $M	Local $M	Total $	% of Plan Cost
Road	232	5,070	100	781	421	1,202	24
Rail	79	4,321	47	1310	718	2028	49
Maritime	35	450	2	3	-	3	8
Ports	68	1,795	25	392	403	795	47
Air	82	520	30	90	99	189	21
Inland water	43	325	2	6	21	27	8
Multimodal	11	27	5	9	1	10	37
Total transport	558	12,718	227	2,581	1,651	4,232	33
Telecommunications	213	2,849	67	330	80	410	15
Broadcasting	119	873	31	45	36	81	12
Postal	127	493	33	10	23	33	7
Total communications	459	3,915	131	385	147	532	14
Total programme	1,017	16,634	358	2,966	1,798	4,764	29

147. A total of 20 projects costing CFA Francs 120 billion was presented to the co-financing meeting. Six of the twenty projects were located in the People's Republic of Congo, the total cost of these projects was 41.0 billion CFA Francs. The financial institutions and donors indicated interest in five out of the six projects. In terms of cost this represents CFA 35.5 billion out of CFA 41.0 billion or over 80 per cent.

148. Concerning Chad, interest was expressed in three out of the five projects presented, costing 4.0 billion CFA francs or about 70 per cent of the total cost of 5.7 billion CFA francs. One regional project costing 3 billion CFA francs has also received favourable interest from donors.

149. In summary, interest was shown in nine projects totalling about 45 billion CFA francs or 38 per cent of the total cost of projects presented at the co-financing meeting. The reaction of the participants to this meeting, the first of a series planned for some of the 14 land-locked African countries, was generally positive. In fact the situation would have been better if all the beneficiary countries were present during the meeting. The ECA is encouraged to continue with the effort to organize similar meetings for seeking financing for the implementation of UNTACDA projects.

150. During the period under review various donors and financial institutions provided financial support for the development of transport and communications in Africa. Since it was not possible to obtain the information on all contributions, only partial information is given below.

151. The World Bank provided $291.9 million for transport and communications projects in Africa, out of which $245.4 million was for transport and $46.5 million was for communications. When compared with the resources provided by the Bank for the sector during 1984 and 1985 fiscal years, it shows a decrease of 59.0 and 50.0 per cent, respectively.

152. For the projects financed by the World Bank, additional co-financing was provided by ADB amounting to $34.1 million; OPEC $45.0 million; BEDF $39.4 million; OECF $28.2 million; Japan $28.0 million; SFD $15.2 million; European Investment Bank $8.7 million; BADEA $7.0 million; Norway $6.9 million; IDA $6.7 million; Swiss Development Co-operation $4.0 million; UNDP $2.2 million; Denmark $2.0 million; UNSO $0.8 million; FAC $0.4 million.

153. ADB provided $367.31 million for transport sector from 1984 to 1986, out of which $279.4 million was for roads, $21.87 million for railway, $6.28 million for ports and $0.15 million for Air Transport. The Bank also has provided $27.13 million for telecommunications. Compared to the allocation to this sector during the 1983-1984 fiscal year there has been a 15 per cent increase.

154. BADEA provided $23.07 million for transport projects in Africa, of which $22.42 million was for road construction and $0.25 million for river ports study. The total financing provided by the bank reflects a decrease of 59.4 and 32.0 per cent from that of 1983 and 1984, respectively.

158. OPEC Fund provided $12.1 million, out of which $7.1 million was for road rehabilitation and construction and $5.0 million for railway rehabilitation. For these projects, co-financing was provided by BDF $3.0 million, Italy $2.5 million and IDA $4.6 million.

159. UNDP, in addition to the co-financing with the World Bank, has continued to finance the UN-TADCA Co-ordination Unit in ECA and to provide financial support for the development of transport and communications in Africa within the framework of the third cycle programme (1982-1986).

CHAPTER VI

SPECIAL DEVELOPMENT ISSUES AND PROBLEMS OF SIGNIFICANCE DURING THE YEAR

157. The year 1988 witnessed several significant developments that affected or were related to the implementation of the second phase programme. The drought and the economic crisis which occupied the attention of African countries and the international community in previous years continued to be major pre-occupations during this year too.

158. In the African Priority Programme for Economic Recovery (1988-1990), transport and communications have been recognized as key sectors. The emphasis on maintenance and rehabilitation, training and technical assistance, inter-State links, regional and subregional projects given in the second phase programme are now becoming a reality.

159. The General Assembly's Ad Hoc Committee on the Critical Economic Situation in Africa reported in 1986 that the development of transport and communications focused on maintenance and development of feeder, access and service roads; rehabilitation and maintenance of existing transport and communications modes; utilisation of labour-intensive techniques in the construction and maintenance of transport infrastructure and production of spare parts, overhaul, repairs and maintenance of public vehicles and equipment.

160. The fifth meeting of the Conference of Ministers of Transport, Communications and Planning held in March 1986 in Harare, Zimbabwe, endorsed the new concept of co-financing meetings for raising funds for the Decade projects. The first co-financing meeting for projects in the Central African subregion to open up the land-locked countries of CAR and Chad and through the coastal countries of Cameroon and Congo was held in November 1986 in Pointe Noire (Congo).

161. The UNDP Fourth Programming Cycle (1987-1991) categorised transport and communications as one of the four priority areas for future development efforts in Africa. Financial resources are earmarked for projects under formulation in the area of human resource development, transport and communications industry development, and removal of non-physical barriers in movement of goods and persons within the region.

162. The Preferential Trade Area (PTA) of Eastern and Southern Africa in 1986 identified a number of projects in roads, railways and telecommunications which are of importance to trade. The PTA has submitted some of the identified projects to potential international financing institutions and donor countries. With regard to non-physical barriers to the movement of goods and persons, PTA member States have approved the Roads Customs Declaration Document (RCTD) and the PTA Third Party Motor Vehicle Insurance System covering the subregion.

163. In maritime transport important decisions were taken by the international shipping community which are of crucial importance for the orderly economic development of African maritime transport. The issues involved during 1986 were the ratification of international conventions that are crucial for the balancing of various interests, the review conference on the Code of Conduct for Liner Conferences (due to be held in 1987), the imbalance between supply and demand in shipping and measures to promote south-south co-operation in shipping.

ANNEX I
Roads

Country	Number of Projects a	b	c	Total Cost	Local Financing Available	External Financing Received
Benin	6	2	3	94.40	2.62	51.70
Burkina Faso	6	4	1	200.10	3.75	27.50
Burundi	3	2	2	129.04	-	58.00
Cameroon	4	1	0	168.60	-	7.00
CAR	6	2	3	41.62	-	19.00
Djibouti	4	1	0	41.60	0.00	0.00
Ethiopia	10	7	2	318.50	201.25	17.50
Gabon	4	0	1	224.30	3.70	-
The Gambia	1	1	0	24.47	-	5.00
Ghana	2	1	1	35.00	21.40	-
Guinea	9	5	3	350.20	20.25	102.10
Guinea-Bissau	3	1	1	17.75	0.20	14.00
Cote d'Ivoire	6	1	3	70.30	9.10	3.00
Kenya	9	7	2	210.81	82.27	55.00
Lesotho	2	2	0	98.70	14.50	0.30
Liberia	7	0	4	32.40	1.50	2.60
Madagascar	1	1	0	1.00	-	0.00
Malawi	2	0	0	3.45	-	-
Mali	11	1	5	30.15	2.00	28.50
Mauritania	2	0	1	4.00	-	1.00
Niger	5	2	3	135.80	7.77	72.45
Rwanda	6	2	3	50.87	5.16	44.41
Senegal	3	3	0	28.50	-	11.20
Sierra Leone	2	1	1	8.86	.00	9.60
Somalia	4	2	2	82.70	0.10	2.20
Sudan	11	2	1	260.50	4.30	5.00
Tanzania	5	2	2	48.50	10.00	24.70
Togo	3	2	0	20.75	-	20.50
Uganda	2	2	0	80.00	12.50	52.50
Zambia	8	4	4	179.00	-	3.20
Zimbabwe	5	2	3	22.02	21.50	0.40
Total National	154	83	50	3228.21	420.00	760.04
Regional/ Subregional	1	1	0	0.45	-	0.45
Total	155	84	50	3228.66	420.00	761.00

a) Projects with information
b) Under implementation
c) Completed

Railway Transport

Country	Number of Projects a	b	c	Total Cost	Local Financing Available	External Financing Received
Algeria	1	1	0	300.00	15.00	0
Angola	1	1	0	9.00	4.00	0
Benin	1	1	0	12.00	-	12.00
Burkina Faso	1	1	0	21.11	15.00	4.10
Cameroun	1	1	0	300.00	30.00	204.00
Congo	1	1	0	120.00	5.00	115.30
Gabon	2	2	0	1500.00	330.00	835.00
Ghana	3	2	0	41.32	21.00	1.82
Guinea	1	0	1	5.40	-	5.40
Madagascar	1	1	0	152.00	0	9.70
Malawi	1	1	0	20.00	-	3.00
Mali	5	3	1	70.66	5.00	35.83
Senegal	1	1	0	41.20	-	40.00
Sudan	3	0	0	225.00	1.00	124.60
Swaziland	2	0	1	23.40	-	0.60
Tanzania	1	1	0	15.00	1.00	1.00
Uganda	4	2	0	248.22	-	30.74
Zaire	4	3	1	315.64	20.28	80.30
Zambia	3	2	0	9.50	0.50	2.00
Total National	40	3	4	4160.20	500.28	1207.00
Regional/ Subregional	13	3	12	300.20	25.40	101.30
Total	53	11	16	4565.77	717.30	1309.58

a) Projects with information
b) Under implementation
c) Completed

ANNEX I

Ports

Country	Number of Projects a	b	c	Total Cost	Local Financing Available	External Financing Received
Burundi	1	1	0	4.50	1.00	-
Congo	3	1	0	45.30	0.42	1.38
Djibouti	2	0	0	2.35	-	-
Ethiopia	2	2	0	21.01	0.50	5.50
Gabon	1	1	0	37.50	37.50	-
Ghana	1	1	0	8.00	-	4.80
Guinea	4	1	0	10.85	-	-
Guinea-Bissau	1	1	0	47.50	-	46.00
Liberia	2	0	0	12.50	-	-
Libya	3	3	0	301.00	301.00	-
Madagascar	2	2	0	32.90	-	15.70
Mali	1	1	0	8.00	0.15	4.20
Mozambique	1	1	0	156.00	4.00	12.00
Niger	1	1	0	3.90	1.50	-
Rwanda	1	0	0	10.20	-	-
Senegal	1	1	0	27.50	5.00	10.00
Somalia	2	2	0	30.00	2.50	22.60
Sudan	2	2	0	72.00	15.50	25.00
Tanzania	1	1	0	307.90	25.90	126.00
Togo	1	1	0	105.30	-	104.80
Zaire	3	2	0	13.01	3.36	8.30
Total National	36	28	0	1213.56	483.49	378.28
Regional/ Subregional	2	1	1	3.15	-	1.86
Total	38	29	1	1217.71	483.49	377.84

a) Projects with information
b) Under implementation
c) Completed

ANNEX I

Air Transport

Country	Number of Projects a	b	c	Total Cost	Local Financing Available	External Financing Received
Burkina Faso	1	1	0	23.00	10.00	0
Burundi	4	0	1	11.20	-	1.00
CAR	1	1	0	11.20	-	10.51
Congo	1	1	0	59.42	1.02	-
Djibouti	5	1	0	33.20	-	2.50
Ethiopia	2	2	0	47.21	2.01	-
Gabon	1	0	0	4.00	-	-
Ghana	3	3	0	17.90	8.55	3.50
Malawi	3	2	1	29.80	-	4.71
Mali	2	2	0	46.75	1.00	5.40
Mauritania	2	0	1	2.80	-	0.07
Mauritius	2	0	1	12.35	-	12.00
Niger	3	0	1	29.38	-	0.86
Seychelles	1	1	0	5.80	1.20	-
Sierra Leone	2	0	0	0.61	-	-
Sudan	5	2	1	75.45	4.02	3.00
Swaziland	1	1	0	20.00	11.00	4.30
Togo	1	1	0	12.60	0.82	7.86
Uganda	2	1	0	38.00	-	4.86
Zaire	3	1	1	12.79	5.10	0.80
Zambia	5	0	0	30.75	-	-
Total (National	52	20	7	542.00	49.22	62.03
Regional/ Subregional	5	3	2	68.46	36.78	15.00
Total	57	23	9	610.55	61.00	79.29

a) Projects with information
b) Under implementation
c) Completed

ANNEX I
Inland Water Transport

Country	Number of Projects			Total Cost	Local Financing Available	External Financing Received
	a	b	c			
Burundi	2	0	1	9.80	-	0.80
Congo	2	2	0	32.40	3.50	4.00
Gabon	1	1	0	14.50	14.50	-
Malawi	2	1	0	1.40	-	0.80
Niger	3	0	0	22.37	-	-
Sudan	3	0	0	115.30	-	-
Tanzania	1	1	0	9.00	2.50	-
Uganda	3	0	0	0.81	-	-
Total National	17	5	1	208.78	20.50	5.70
Regional/ Subregional	-	-	-	-	-	-
Total	17	5	1	186.41	20.50	5.70

a) Projects with information
b) Under implementation
c) Completed

ANNEX I
Multimodal Transport

Country	Number of Projects a	b	c	Total Cost	Local Financing Available	External Financing Received
Burkina Faso	1	0	1	0.40	0.40	-
Guinea-Bissau	1	1	0	0.12	-	0.12
Malawi	1	0	1	3.40	-	3.40
Rwanda	1	1	0	7.10	-	5.57
Uganda	1	0	1	0.25	-	0.25
Total National	5	2	3	11.27	0.40	9.34
Regional/ Subregional	-	-	-	-	-	-
Total	5	2	3	11.27	0.40	9.34

a) Projects with information
b) Under implementation
c) Completed

ANNEX I

Telecommunications

Country	Number of Projects a	b	c	Total Cost	Local Financing available	External Financing received
Burkina Faso	6	[illegible]	0	13.54	5.92	3.53
Burundi	6	5	1	25.50	1.40	13.50
Cameroon	5	5	0	25.65	-	-
CAR	5	2	0	10.70	0.30	4.66
Chad	1	1	0	8.35	-	-
Congo	8	3	2	45.02	2.40	36.16
Djibouti	3	1	1	12.99	0.19	11.00
Egypt	1	0	1	20.00	20.00	-
Eq. Guinea	2	0	0	9.10	-	-
Ethiopia	7	5	1	7.20	1.02	4.14
Gabon	2	0	1	31.00	15.00	-
The Gambia	2	0	2	18.20	-	18.20
Ghana	5	2	0	37.09	3.20	24.54
Guinea	5	3	0	80.07	-	4.55
Kenya	1	1	0	5.30	1.00	5.30
Liberia	1	1	0	17.00	17.00	-
Malawi	6	2	0	39.01	-	17.50
Mauritania	1	0	1	12.00	-	12.00
Mauritius	1	0	0	5.30	-	-
Niger	4	0	0	1.05	-	-
Nigeria	8	0	1	277.92	24.32	-
Rwanda	5	4	1	13.50	-	13.50
Senegal	5	2	0	52.75	2.52	14.58
Sierra Leone	6	5	1	33.23	-	6.00
Sudan	7	1	1	38.50	-	9.50
Swaziland	5	2	2	19.12	7.00	11.40
Tanzania	6	3	3	4.40	-	4.40
Togo	10	2	1	37.30	5.20	15.80
Uganda	3	1	1	30.00	1.30	4.84
Zambia	2	1	1	15.00	0.70	13.50
Zimbabwe	1	0	1	14.40	1.50	12.90
Total National	128	42	26	970.91	100.50	281.10
Regional/ Subregional 1/	10	5	2	234.23	-	59.34
Total	135	54	22	1,212.74	100.50	317.44

a) Projects with information
b) Under implementation
c) Completed

1/ Including Regional Satellite Communication System project.

ANNEX I

Broadcasting

Country	Number of projects a	b	c	Total Cost	Local Financing Available	External Financing received
Benin	3	2	0	21.30	1.00	3.80
Botswana	3	1	1	3.34	4.10	1.00
Burkina Faso	4	2	1	20.42	0.10	1.30
Burundi	2	1	0	9.40	0.20	2.00
Congo	1	1	0	10.20	2.00	-
Djibouti	1	1	0	2.84	-	-
Egypt	1	1	0	2.30	2.00	-
The Gambia	3	1	1	0.54	0.21	0.24
Ghana	3	2	0	20.80	3.20	0.10
Guinea	2	0	0	1.00	-	-
Kenya	4	0	0	30.00	-	-
Liberia	1	0	1	17.00	5.20	12.70
Madagascar	2	1	1	0.30	0	0.25
Malawi	1	1	0	0.45	-	-
Mali	2	0	0	4.30	-	-
Mauritania	0	1	0	10.21	-	0.51
Niger	1	1	0	0.28	-	0.28
Rwanda	0	3	0	12.80	0.03	5.20
Sierra Leone	2	1	0	15.27	1.00	-
Somalia	1	1	0	2.40	0.02	-
Uganda	5	2	0	20.21	1.20	4.05
Zambia	3	3	1	22.71	-	10.00
Zimbabwe	2	0	2	1.10	-	1.10
Total National	54	22	11	255.20	24.00	51.05
Regional/ Subregional	0		0	-	-	-
Total	54	22	11	255.20	24.00	51.05

a) Projects with information
b) Under implementation
c) Completed

Annex II

Postal Services

Country	Number of Projects a	b	c	Total	Local Financing Available	External Financing Received
Benin	2	2	0	4.30	0.45	2.34
Botswana	2	1	0	0.35	0.2.	-
Burkina Faso	1	-	0	0.35	-	-
Burundi	2	1	0	1.73	0.10	-
Cameroon	5	3	1	47.02	10.2[illegible]	4.00
Chad	1	0	0	0.20	-	-
Congo	2	1	1	17.70	0.[illegible]	-
Cote d'Ivoire	3	[illegible]	0	12.30	-	-
Djibouti	1	0	1	0.71	0.57	0.15
Egypt	1	0	0	4.50	-	-
Ethiopia	1	1	0	0.32	3.03	-
Gabon	2	2	0	30.00	-	-
The Gambia	1	[illegible]	0	1.50	-	-
Ghana	1	1	0	22.00	1.30	-
Guinea Bissau	4	1	0	2.[illegible]	-	0.03
Liberia	1	1	0	0.47	0.07	0.40
Madagascar	2	0	1	1.57	0.02	-
Malawi	2	2	0	3.00	0.50	-
Mali	3	0	0	7.05	-	-
Mauritius	1	0	0	3.05	-	-
Mozambique	4	1	0	25.1[illegible]	-	4.1[illegible]
Niger	3	2	0	5.00	-	0.1[illegible]
Rwanda	4	0	0	3.22	-	-
Senegal	1	0	0	10.00	-	-
Sierra Leone	1	0	0	3.00	-	-
Sudan	1	1	0	4.50	1.00	-
Swaziland	3	0	1	2.35	-	0.30
Tanzania	1	1	0	15.00	0.15	-
Togo	3	1	0	0.00	0.30	-
Zambia	2	1	0	2.50	0.00	-
Zimbabwe	2	0	0	12.20	2.40	-
Total National	80	21	5	259.10	22.11	11.50
Regional/ Subregional	6	4	1	7.31	0.00	0.07
Total	74	25	6	266.30	23.06	12.55

a) Projects with information
b) Under implementation
c) Completed

LIST OF UNTACDA PROJECTS

Country	Project No.	Total Cost	Financing secured up to 1985: External
Algeria	[illegible]-01-001	600.00	
Angola	[illegible]-02-002	58.00	
Benin	[illegible]-03-002	9.70	9.70
Benin	[illegible]-03-003	0.60	0.60
Benin	[illegible]-03-004	42.90	
Benin	[illegible]-03-005	0.50	0.50
Benin	[illegible]-03-006	0.70	0.70
Benin	[illegible]-03-001	12.00	12.00
Benin	[illegible]-03-001	2.82	2.82
Benin	[illegible]-03-001	2.20	
Benin	[illegible]-03-002	3.50	3.40
Benin	[illegible]-03-001	2.60	2.20
Benin	[illegible]-03-002	1.50	0.14
Botswana	[illegible]-04-001	3.10	1.00
Botswana	[illegible]-04-002	2.00	
Botswana	[illegible]-04-001	0.28	
Burundi	[illegible]-05-001	0.04	
Burundi	[illegible]-05-002	50.00	50.00
Burundi	[illegible]-05-003	2.00	
Burundi	[illegible]-05-005	40.00	
Burundi	[illegible]-05-001	4.60	
Burundi	[illegible]-05-002	1.80	
Burundi	[illegible]-05-001	0.00	
Burundi	[illegible]-05-001	0.20	
Burundi	[illegible]-05-002	5.70	
Burundi	[illegible]-05-003	2.50	
Burundi	[illegible]-05-005	6.50	
Burundi	[illegible]-05-006	3.70	
Burundi	[illegible]-05-007	5.20	
Burundi	[illegible]-05-003	0.40	
Burundi	[illegible]-05-001	7.00	
Cameroon	[illegible]-06-002	300.00	204.00
Cameroon	[illegible]-06-001		

Financing secured 1986

Source	Local	External	Source	Local
		-	-	16.00
		-	-	4.00
...AD/KFW/ECOWAS	-			
...	-			
		40.20	BADEA/ECOWAS FED/FAD	2.62
...	-			
...B	-			
...CE/ECWA	-			
...I/KF/UNE/IDA	-			
		0.40	FAC	1.80
...ESCO	0.10			
...AO	0.60			
...DP	0.25			
...EC FUND	2.10			
				2.00
				0.22
		0.64	ADD	-
...B/SFD/OPEC FUND/ ...DEA	-	-	-	-
		2.00	Libya	-
		2.70	EDF/SFD/KAFEC/OPEC FUND	-
		-	-	1.00
		1.80	UNDP	-
		0.80	CCCE/EDF	-
				0.20
		3.00	ISRO/Italy	-
		0.50	IDA	1.00
		6.50	IDA/Netherlands	-
		3.50	IDA	0.20
		2.00	France	0.20
				0.10
		7.00	ADB	-
...rance & Consortium ...f 10 countries	30.00			

			Financing secured up to 1985	
Country	Project no.	Total Cost	External	
Cameroon	POP-06-001	25.00		
Cameroon	POP-06-002	6.50		
Cameroon	POP-06-003	3.50	-	-
Cameroon	POP-06-006	10.00	-	-
C.A.R.	ROP-08-001	4.00		
C.A.R.	ROP-08-002	3.00	3.00	IDA/
C.A.R	ROP-08-003	8.60		
C.A.R	AGP-08-004	22.52	2.00	IBRD
C.A.R	ROP-08-006	2.00	2.00	
C.A.R	AIP-08-001	11.20	10.51	CCCE SFD/
C.A.R	TEP-08-002	1.50	1.12	BADE
C.A.R	TEP-08-005	13.30		
Congo	RAP-11-001	120.60		
Congo	RDP-11-001	2.00	1.38	FAC/
Congo	AIP-11-001	59.42	-	-
Congo	IBP-11-001	32.20	4.93	FAC/
Congo	IBP-11-002	0.40		
Congo	TEP-11-001	12.00		
Congo	TEP-11-006	21.00	21.00	CCCE
Congo	TEP-11-007	1.00	-	-
Congo	TEP-11-009	3.18	3.18	N/A
Congo	SRP-11-002	18.20		
Congo	POP-11-007	0.59		
Congo	POP-11-008	0.10		
Djibouti	ROP-12-002	18.74	0.65	ADF
Djibouti	AIP-12-001	3.20	2.90	CCCE
Djibouti	TEP-12-003	4.24	3.00	EDF
Djibouti	TEP-12-005	8.00	8.00	AFES
Djibouti	POP-12-001	0.72	0.15	Fra
Egypt	TEP-13-001	20.00		
Egypt	BRP-13-002	2.80		
Ethiopia	RAP-15-001	110.00	-	-
Ethiopia	ROP-15-002	4.20	0.40	Wor
Ethiopia	ROP-15-003	1.50	1.35	Wor

	Financing secured 1986			
ource	Local	External	Source	Local
				5.00
		4.00	CANADA	2.50
	1.75			
	1.00			
		4.00	EEC/EDF/ADB	-
DEA				
		8.60	ADB	-
	-			
	-			
C/OPEC FUND/ DEA	-			
	0.30			
		3.53	ADB/BDEAC/CCPT	
		115.30	ADB/FAC/CCCE/FED/ SOF/BADEA/KFD/IBRD	5.30
CE	0.52			
	1.02			
B/BADEA	3.50			
				0.06
		12.00	N/A	-
	-			
	1.00			
				2.00
				0.59
				0.10
	0.09			
	-			
	0.14			
	-			
e	0.57			
	20.00			
				2.80
	2.00			
Bank	0.10			
Bank	0.15			

Country	Project No.	Financing secured up to 1985		
		Total Cost	External	
Ethiopia	ROP-15-004	283.00	15.80	IDA/
Ethiopia	ROP-15-005	20.00	-	-
Ethiopia	ROP-15-006	20.00	-	-
Ethiopia	ROP-15-007	30.00	-	-
Ethiopia	ROP-15-008	19.00	-	-
Ethiopia	ROP-15-010	22.00	-	-
Ethiopia	HAP-15-001	14.40		
Ethiopia	HAP-15-002	14.00		
Ethiopia	AIP-15-002	43.00		
Ethiopia	AIP-15-003	4.21		
Ethiopia	TEP-15-001	0.90	0.65	Ital
Ethiopia	TEP-15-002	0.70	0.54	IDA
Ethiopia	TEP-15-003	1.50	1.25	Swed
Ethiopia	TEP-15-004	0.50	0.40	Ital
Ethiopia	TEP-15-005	0.70	0.54	IDA
Ethiopia	TEP-15-006	0.96	0.76	IDA
Ethiopia	POP-15-001	8.32		
Gabon	ROP-16-002	3.70	-	-
Gabon	RAP-16-001	1,070.00	535.00	Fran Belg othe
Gabon	RAP-16-002	440.00		
Gabon	HAP-16-001	37.50	-	-
Gabon	INP-16-001	14.50	-	-
Gabon	TEP-16-003	16.00		
Gambia	ROP-17-001	24.40	5.80	IDA
Gambia	TEP-17-001	0.78	0.78	CCC
Gambia	BRP-17-001	0.39	0.34	FRG
Gambia	BRP-17-003	0.35	0.19	FRG
Ghana	ROP-18-003	2.00		
Ghana	ROP-18-010	33.00	-	-
Ghana	RAP-18-001	23.06		
Ghana	RAP-18-002	10.81		
Ghana	HAP-18-002	8.00		
Ghana	AIP-18-001	1.11	0.15	ICA
Ghana	AIP-18-002	1.79	0.35	ICA
Ghana	AIP-18-003	15.00	3.00	ECG

ource	Financing secured 1986 Local	External	Source	Local
8	171.00			
	5.00			
	5.00			
	8.00			
	5.00			
	5.00			
		5.50	IDA	0.40
		-	-	0.20
		-	-	2.00
		-	-	0.01
	0.25			
	0.16			
	0.25			
	0.10			
	0.16			
	0.10			
				3.03
	3.20			
e/UK/FRG/Italy/ um/Netherlands / consortium	535.00			
		-	-	1.3
	37.50			
	14.50			
		-	-	16.00
	-			
	-			
	0.50			
	0.16			
		-	-	2.00
	19.40			
		0.50	IDA	21.80
		1.13	IDA	-
		4.80	IDA/Japan	-
UNDP	-			
UNDP	0.55			
(UK)	8.00			

			Financing secured up to 19
Country	Project No.	Total Cost	External
Ghana	TEP-18-001	0.80	
Ghana	TEP-18-007	27.90	24.00
Ghana	BRP-18-002	0.90	-
Ghana	BRP-18-003	19.32	-
Ghana	PCP-18-001	22.00	-
Guinea	ROP-19-001	220.00	95.00
Guinea	ROP-19-002	111.00	60.00
Guinea	ROP-19-003	15.00	
Guinea	ROP-19-004	4.00	1.60
Guinea	ROP-19-005	2.00	2.00
Guinea	ROP-19-006	2.00	2.00
Guinea	ROP-19-007	1.50	1.50
Guinea	RTP-19-001	6.40	6.40
Guinea	TEP-19-001	2.78	
Guinea	TEP-19-009	2.00	
Guinea Bissau	ROP-20-001	12.00	12.00
Guinea Bissau	ROP-20-002	5.60	2.00
Guinea Bissau	RAP-20-001	47.50	46.00
Guinea Bissau	TEP-20-001	0.12	
Guinea Bissau	ROP-20-003	0.16	0.04
Cote d'Ivoire	ROP-21-001	1.00	
Cote d'Ivoire	ROP-21-004	2.50	1.00
Cote d'Ivoire	ROP-21-005	4.19	
Cote d'Ivoire	ROI-21-006	1.00	
Kenya	ROP-22-001	44.16	22.16
Kenya	ROP-22-003	35.00	14.20
Kenya	ROP-22-004	40.50	32.98
Kenya	ROP-22-005	38.95	
Kenya	ROP-22-007	5.33	3.46
Kenya	ROP-22-008	35.67	23.19
Kenya	ROP-22-009	0.50	
Kenya	TEP-22-001	6.30	5.30
Lesotho	ROP-23-001	35.70	
Lesotho	ROP-23-002	53.00	
Liberia	ROP-24-001	1.50	-
Liberia	ROP-24-002	0.40	

Financing Secured 1980

Source	Local	External	Source	Local
		0.54	Netherlands	-
Japan	3.90			
-	0.11			
-	3.52			
-	1.30			
SFD	20.00			
SFD	-			
	0.25			
EDF	-			
EDF	-			
CCCE	-			
CCCE	-			
CCCE	-			
		2.55	CCCE	0.22
		2.00	ECOWAS	-
EDF	-			
EDF	0.20			
IDF/BADEA/KF/SFD/ OPEC FUND	-			
		0.12	ADB	-
N/A	-			
		1.00	ADB/IBRD	
FAC/IBRD/CSTT	-			
		-	-	4.19
		1.00	ADB/IBRD	-
SDF/BADEA	-			
EDF	20.80			
BADEA/SFD	4.87			
		-	-	38.95
World Bank	1.87			
World Bank	12.48			
		0.50	N/A	
France/Netherlands/ IBRD/OECF	1.00			
				7.20
		0.30	CIDA	7.20
		-	-	1.50
-	-	0.40	ECOWAS	-

Country	Project No.	Total Cost	Financing secured up to 1985 External
Liberia	[illegible]-24-003	1.00	
Liberia	TCP-24-006	1.00	
Liberia	[illegible]-24-001	0.17	
Liberia	TCP-24-001	17.00	
Liberia	[illegible]-24-001	17.60	
Liberia	[illegible]-24-002	0.[illegible]	
Libya	NUP-25-001	83.00	-
Libya	NUP-25-[illegible]	118.00	-
Libya	NUP-25-[illegible]	100.00	-
Libya	[illegible]-25-[illegible]	1.00	0.18
Madagascar	[illegible]-25-001	152.00	
Madagascar	[illegible]-25-001		

Source	Local	Financing secured 1986 External	Source	Local
		1.00	IDB	-
		1.40	Japan/Local	-
		0.17	UNDP	
		17.00	Consortium of Foreign Banks	-
		12.70	USAID	5.20
		0.50	UNDP/UPU	0.07
	[illegible]			
	111.40		-	
	100.00			
[illegible]		0.70	Fonds propres du reseau	-

			Financing secured up to 19	
Country	Project No.	Total Cost	External	
Madagascar	HEP-26-001	20.00	6.80	
Madagascar	HRP-26-002	12.90	12.90	
Madagascar	AIP-26-001	58.79		
Madagascar	AIP-26-003	1.30		
Madagascar	EEP-26-001	0.25		
Madagascar	POP-26-003	0.02		
Malawi	RHP-27-001	20.00	3.00	
Malawi	AIP-27-001	1.61		
Malawi	AIP-27-002	10.32		
Malawi	AIP-27-003	17.27		
Malawi	EEP-27-001	0.70		
Malawi	HRP-27-001	3.40		
Malawi	TEP-27-004	12.00	12.00	
Malawi	TEP-27-005	14.00	5.50	
Malawi	POP-27-001	1.50		
Malawi	POP-27-002	1.50		
Mali	RRP-28-001	6.00	4.00	
Mali	RRP-28-004	20.00	18.00	
Mali	RRP-28-006	1.00	1.00	
Mali	RRP-28-008	2.60	2.60	
Mali	RRP-28-009	0.90	0.90	
Mali	RRP-28-011	0.60		
Mali	RRP-28-001	0.63	0.63	
Mali	RRP-28-003	5.00	1.00	
Mali	RRP-28-004	1.17		
Mali	RIP-28-005	54.00	30.00	KF
Mali	RRP-28-001	8.00		
Mali	AIP-28-001	4.24	0.40	
Mali	AIP-28-002	44.52	5.00	
Mauritania	RRP-29-001	1.00	1.00	
Mauritania	AIP-29-003	0.70	0.07	
Mauritania	TEP-29-001	12.00	12.00	
Mauritania	RRP-29-002	1.80	1.80	
Mauritania	RRP-29-003	4.47		
Mauritania	RRP-29-004	2.24	2.24	
Mauritius	AIP-30-003	12.00	12.00	

in $ million		Financing secured 1985		
Source	Local	External	Source	Local
IDA/FAC	-			
KFW/IDA	-	-	-	-
		1.85	EDF	3.72
		0.25	N/A	-
		-	-	0.02
UK	-			-
		1.61	EEC/UK	-
		0.90	France	-
		2.30	France	4.30
		0.03	FRG	-
		3.70	UNCTAD	-
ADB	-			
N/A				
-	0.30			
	0.20			
NCDF/UNDP/UNSO	-			
IDA/FAC/Swiss	2.00			
EDF				
ECWAS	-			
UNAID	-			
		0.60	N/A	
FCCE	-			
CCCE/FAC	-	-	-	0.07
FAC/IBRD/CIDA/				
ADB/CCCE		4.20	CCCE/SOFAD/Switzerland	0.18
Belgium	-			
IDB	1.00			
EDF	-			
UNSECHR	-			-
	N/A			
KFW	-			
				-
N/A	-			-
China	-			

Country	Project No.	Total Cost	Financing secu External	
Mozambique	MAP-32-002	150.00		
Mozambique	POP-32-003	4.18		
Niger	ROP-33-001	16.00		
Niger	ROP-33-002	40.00		
Niger	ROP-33-003	5.00		
Niger	ROP-33-004	39.65		
Niger	POP-33-001	0.18		
Niger	ROP-33-005	55.25	13.23	EDF
Niger	MAP-33-001	3.90		
Niger	AIP-33-001	0.88		
Niger	SRP-33-001	0.23		
Nigeria	TEP-34-002	29.32		
Rwanda	ROP-35-001	44.50	39.50	AD
Rwanda	ROP-35-002	0.40		
Rwanda	ROP-35-003	0.57	0.41	
Rwanda	ROP-35-004	0.40	-	
Rwanda	ROP-35-006	4.70	4.50	
Rwanda	MAP-35-001	7.10	5.57	
Rwanda	TEP-35-001	0.20		
Rwanda	TEP-35-002	0.16		
Rwanda	TEP-35-003	2.35		
Rwanda	TEP-35-004	2.53		
Rwanda	TEP-35-006	8.36		
Rwanda	SRP-35-001	4.80	3.84	
Rwanda	SRP-35-005	0.34		
Rwanda	SRP-35-007	6.50		
Senegal	ROP-37-001	1.00	0.03	
Senegal	ROP-37-002	22.50	11.00	
Senegal	ROP-37-003	3.00	0.22	
Senegal	RAP-37-001	61.70	40.80	
Senegal	MAP-37-001	27.60	10.00	
Senegal	TEP-37-004	1.00		
Senegal	TEP-37-005	29.60		
Senegal	TEP-37-021	15.10	12.58	
Seychelles	AIP-38-001	5.80		

ed up to 1985 in $ million			Financing secured 1986 in $ million	
Source	Local	External	Source	Local
		12.00	Finland	4.00
		0.03	UNDP	-
		15.20	ADB	0.80
		3.35	EDF/BOAD	-
		5.00	CIDA	-
		35.68	BADEA/IDB	3.97
		0.18	Belgium	-
DF/IDB/BADEA/ SFD/OPEC FUND	3.00			
		-	-	1.80
		0.68	UNDP	-
		0.23	FRG	-
		-	-	24.32
/ADB/SFD/OPEC	5.00			
-	0.30			
ADB	0.16			
-	0.20			
ADB	0.20			
EDF	-			
		0.20	ADB	
		0.16	ADB	
		2.35	CIDA	
		2.53	IBRD	
		8.36	N/A	
Denmark/CIS	0.96			
		0.11	N/A	
		1.25	N/A	-
EDF	-			
SFD	-			
EDF	-			
RC/CCCE/Italy	-			
CCCE/KFW/IBRD	5.00			
		1.00	N/A	-
		1.00	IBRD/BOAD	-
BOAD/SIFIDA	2.52			
		-	-	1.20

Country	Project No.	Total Cost	Financing secured: External
Sierra Leone	ROP-39-001	0.51	0.30
Sierra Leone	ROP-39-002	0.35	0.30
Sierra Leone	TEP-39-002	6.00	
Sierra Leone	POP-39-002	12.17	-
Somalia	ROP-40-001	0.50	0.50
Somalia	ROP-40-002	0.20	0.10
Somalia	ROP-40-003	24.00	
Somalia	ROP-40-004	68.00	1.45
Somalia	RVP-40-001	30.00	
Somalia	ORP-40-001	2.40	
Sudan	ROP-41-001	10.00	
Sudan	ROP-41-003	5.00	
Sudan	RAP-41-001	45.00	
Sudan	RAP-41-005	45.50	
Sudan	RAP-41-007	96.40	
Sudan	RAP-41-008	85.00	
Sudan	RVP-41-001	40.00	-
Sudan	RIP-41-002	32.00	
Sudan	AIP-41-001	6.00	
Sudan	AIP-41-002	16.50	
Sudan	AIP-41-003	13.20	
Sudan	TEP-41-005	1.00	
Sudan	TEP-41-007	7.50	
Sudan	POP-41-001	4.60	
Swaziland	ROP-42-003	0.60	0.60
Swaziland	AIP-42-001	26.00	4.30
Swaziland	TEP-42-001	5.90	
Swaziland	TEP-42-002	5.20	2.40
Swaziland	TEP-42-003	1.10	
Swaziland	TEP-42-004	5.20	
Swaziland	POP-42-002	0.20	0.20
Swaziland	POP-42-004	0.70	
Tanzania	ROP-43-001	2.00	1.00
Tanzania	ROP-43-002	8.00	1.50
Tanzania	ROP-43-004	0.50	

up to 1985 in $ million			Financing secured 1986 in $ million	
Source	Local	External	Source	Local
IDB	-			
IDB	0.05			
		6.00	B/A	-
-	1.00			
rance/Denmark	-			
EEC	0.10			
		0.20	KFW	-
EC/World Bank	-			
		22.50	IDA	2.50
				0.82
				4.30
		5.00	NORAD	-
		3.50	KFD/AFESD/Abu Dhabi Fund	-
		25.50	EEC/Japan/UK/IDB	-
		34.60	USAID/ODA/EEC/Japan/ Romania/Egypt/France World Bank	1.80
		10.00	SFD	-
-	15.50			
		25.00	World Bank	-
		3.40	FRG/SFD	2.40
		-	-	1.30
		-	-	0.32
		1.00	USAID	-
		7.50	France/Dutch	-
		-	-	1.00
France	-			
France/EEC	11.00			
		4.40	Italy	1.50
ADB	3.80			
		0.80	Italy	0.30
		3.80	Italy	1.40
EDF	-			0.10
CIDA	1.00			
EDF	1.60			
		-	-	0.50

Country	Project No.	Total Cost	External
Tanzania	ROP-43-005	30.00	22.20
Tanzania	RAP-43-001	13.00	1.00
Tanzania	RAP-43-001	207.00	126.00
Tanzania	TRP-43-001	9.00	-
Tanzania	TEP-43-001	2.00	
Tanzania	TEP-43-003	2.40	
Tanzania	PDF-43-001	13.00	
Togo	RAP-44-001	106.80	
Togo	ROP-44-002	20.00	
Togo	ROP-44-003	0.50	
Togo	AIP-44-001	12.80	
Togo	TEP-44-003	18.50	
Togo	TEP-44-011	2.00	
Togo	PDF-44-006	0.40	
Uganda	ROP-46-001	20.00	16.50
Uganda	RAP-46-002	60.00	
Uganda	RAP-46-002	140.00	
Uganda	RAP-46-003	87.13	
Uganda	AIP-46-003	23.00	0.73
Uganda	AIP-46-004	15.00	3.95
Uganda	TRP-46-001	0.25	0.25
Uganda	TEP-46-001	3.00	0.54
Uganda	TEP-46-003	4.80	
Uganda	BRP-46-001	8.73	1.33
Uganda	BRP-46-002	8.27	2.72
Burkina Faso	ROP-47-002	59.50	20.00
Burkina Faso	ROP-47-003	15.50	13.00
Burkina Faso	ROP-47-005	48.25	44.50
Burkina Faso	RAP-47-001	31.11	
Burkina Faso	AIP-47-001	23.60	
Burkina Faso	AIP-47-002	0.40	
Burkina Faso	TEP-47-001	2.10	
Burkina Faso	TEP-47-002	0.66	
Burkina Faso	TEP-47-003	8.20	
Burkina Faso	TEP-47-004	0.91	

to 1985 in $ million		Financing secured 1986 in $ million		
Source	Local	External	Source	Local
EDF	7.80			
Kuwait Fund	1.00			
,WIDA/FINNIDA/	20.90			
Y/NETHERLANDS/				
RAD/UK/FRG/SFD				
-	2.50			
		2.00	ADB	-
		2.40	NORAD/SIDA	0.15
		106.80	FRG/SFD	-
		20.00	EDF	-
		0.50	Japan/EEC	-
		7.68	CCCE	0.32
	18.60		CCCE/ADAD/CCCE/FIP	-
		2.00	F/C	-
				0.30
CEC	3.50			
		36.00	EEC	9.00
		25.61	India/FRG/France/EEC	-
		5.13	IDA/ODA	-
UNDP/ICAO	-			
IDA/ICAO/UNDP	-			
CDA	-			
IDA/UNDP	0.30			
		1.20	IDA/UNDP	0.60
IDA/UNESCO	0.05			
IDA/Japan/FRG	1.74			
IDA	-			
ADB/Norway	-			
IDA/ADB	3.75			
		4.10	FOPED/UNDP	15.25
				10.00
				0.40
		2.10	ECOWAS	-
		0.66	ECOWAS	-
		0.05	UNESCO	0.01
		0.72	ECOWAS	-

Country	Project No.	Total Cost	Financing secured up t External	
Burkina Faso	TCP-47-005	0.60		
Burkina Faso	RDP-47-001	7.50	1.50	
Burkina Faso	RDP-47-003	8.20	0.05	
Burkina Faso	POP-47-001	1.00		
Zaire	RAP-48-001	200.00		
Zaire	RAP-48-002	0.24	-	
Zaire	RAP-48-003	109.84	23.00	SFD/
Zaire	RAP-48-004	8.00	2.70	
Zaire	RAP-48-002	9.50	5.30	
Zaire	RAP-48-003	3.51	-	
Zaire	TAP-48-002	0.60		
Zaire	TAP-48-003	11.80		
Zambia	RAP-49-005	1.10	1.10	
Zambia	RAP-49-006	1.10	1.10	
Zambia	RAP-49-007	1.50	0.10	
Zambia	RAP-49-008	0.70	0.70	Dor
Zambia	RAP-49-001	2.00	2.00	
Zambia	RAP-49-002	2.00	-	
Zambia	TCP-49-001	21.00	10.80	
Zambia	TCP-49-002	1.90		
Zambia	TCP-49-001	0.31	0.31	
Zambia	TCP-49-003	10.10		
Zambia	TAP-49-002	1.00		
Zambia	TCP-49-001	0.60		
Zimbabwe	RAP-50-007	21.30	-	
Zimbabwe	RAP-50-002	0.10	-	
Zimbabwe	RAP-50-003	0.10	0.10	
Zimbabwe	RAP-50-004	0.20	0.20	
Zimbabwe	RAP-50-005	0.20	-	
Zimbabwe	TCP-50-001	14.40	12.40	
Zimbabwe	BAP-50-002	0.60	0.60	
Zimbabwe	BAP-50-003	0.50	0.50	
Zimbabwe	POP-50-002	4.20		
Ghana	RAP-60-003	0.45	0.45	
Burundi/Rwanda/ Zaire	RAP-60-004	1.00	1.00	
Cote d'Ivoire/ Mali	RAP-60-005	3.33	3.33	
Djibouti/ Ethiopia	RAP-60-006	184.00	21.90	

1985 in $ million		Financing secured 1985 in $ million		
Source	Local	External	Source	Local
		-	-	0.51
Netherlands	0.15			
UNESCO	0.01			
				0.15
		54.60	ADB/IBRD/FAO	28.00
-	0.24			
Belgium/OCCE	10.00			
FDC	-			
ADB/IDA	2.10			
-	1.75			
		0.60	EEC	-
		-	-	5.10
Fiat	-			
A. E.	-			
KFW	-			
Italy/Italy	-			
UNDP	-			
-	0.50			
FAO	5.00			
			-	0.20
France	-			
		-	-	0.80
				1.00
		-	-	0.60
-	21.30			
-	0.12			
Canada	-			
Italy	-			
-	1.20			
Japan	1.50			
Ireland	-			
Netherlands	-			
				2.00
EDF/IDC	-			
NDC	-			
ECONAS	-			
France/EDF	-			

Country	Project No.	Total Cost	Financing secured External
KBC	RAP-60-009	4.00	4.00
Niger	RAP-60-010	0.15	0.15
Tanzania	RAP-60-013	55.00	23.00
Tanzania	RAP-60-017	70.00	-
Tanzania	RAP-60-018	22.00	16.00
Tanzania	RAP-60-019	14.50	14.50
Tanzania	RAP-60-020	2.00	-
Tanzania	RAP-60-021	1.50	-
Tanzania	RAP-60-023	0.60	-
Tanzania	RAP-60-024	7.00	7.00
Tanzania	RAP-60-025	11.00	9.00
Tanzania	RAP-60-026	4.50	1.50
MINCOMWA	SHP-60-019	0.13	
Eastern/ Southern Africa	RAP-60-006	0.16	0.16
Djibouti	RAP-60-008	3.70	
Ethiopia	RAP-60-003	20.00	7.37
Gabon	RAP-60-004	38.00	7.29
Regional	RAP-60-002	0.50	
Regional	RAP-60-005	0.50	0.50
Senegal	RAP-60-010	9.46	
Regional	TCP-60-001	207.77	
East Africa	TCP-60-015	0.30	
Togo	TCP-60-016	1.50	
Togo	TCP-60-020	9.00	
UPU	POP-60-002	1.58	
UPU	POP-60-003	0.90	
PATU	POP-60-004	3.70	
UPU	POP-60-016	0.86	
UPU	POP-60-020	0.47	
Regional	SRP-60-001	6.00	

e to 1985 in $ million		Financing secured 1986 in $ million		
Source	Local	External	Source	Local
KBO	-			
ECOWAS	-			
FRG	-			
-	21.00			
Scandinavian Countries/Italy	5.20			
Scandinavian countries/Italy	-			
-	2.00			
-	1.50			
-	0.00			
SIDA/SATEC	-			
SIDA/SATEC	2.20			
SIDA/SATEC	3.10			
		0.13	UNDP/ECOWAS	-
etherlands/PTA/ESA members	-			
		1.50	KF/SFD	-
UNDP/ECWA	5.00			
UNDP	27.00			
		0.50	Norway/UNDP	-
France	-			
-	1.78			
		43.84	W/A	
		0.30	UNDP	-
		.02	ECOWAS	
		5.00	ADB/KBO	-
		0.79	UNDP	0.99
		0.90	UNDP	"
		0.08	BOAD	"
		0.10	PIDC	"
		0.47	UNDP	
		6.00	ETHIOPIA/ZIMBABWE/UNDP/ UNESCO/ITU/FRG/ITALY	

Country	Project No.	Total Cost	Financing secured up to 1 External	
Tanzania	RAP-80-026	4.50	1.40	
MINCONMAR Eastern/ Southern Africa	SHP-80-019	0.13		
	RAP-80-005	0.16	0.16	Netha
Djibouti	RAP-80-006	3.70		
Ethiopia	AIP-80-003	20.00	7.37	
Gabon	AIP-80-004	38.00	7.29	
Regional	AIP-80-006	0.50		
Regional	AIP-80-008	0.50	0.50	
Senegal	AIP-80-010	9.46		
East Africa	TEP-80-015	1.00		
Togo	TEP-80-018	1.50		
UPU	POP-80-002	1.58		
UPU	POP-80-003	0.90		
PATU	POP-80-004	3.70		
UPU	POP-80-005	0.44		
UPU	POP-80-018	0.86		
UPU	POP-80-020	0.47		
Regional	SAP-80-001	6.00		

5 in $ million		Financing secured 1986 in $ million		
Source	Local	External	Source	Local
SIDA/SATCC	3.10			
		0.13	UNDP/ECOWAS	
lands/PTA/ESA members	-			
		1.50	KF/SFD	
UNDP/ICAO	5.00			
UNDP	27.00			
		0.50	Norway/ADB	
France	-			
-	3.78			
		1.00	UNDP	
		.02	ECOWAS	-
		0.79	UNDP	0.95
		0.90	UNDP	-
		0.08	BOAD	-
		1.70	UNDP/FRG/UPU	-
		0.10	PIDC	-
		0.47	UNDP	
		6.00	ETHIOPIA/ZIMBABWE/UNDP UNESCO/ITU/FRG/ITALY	